

THE Hongkong Weekly Press

AND
China Overland Trade Report.

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BIRTHS.

On July 19th, at Shanghai, the wife of I. GOLDMAN of a daughter.

On July 20th, at Shanghai, the wife of H. E. CAMPBELL of a son.

MARRIAGE.

On July 19th, at Walmley Parish Church, near Birmingham, by the Rev. G. Forge, M.A., HAROLD CHATTERTON, only son of R. CHATTERTON WILCOX, Esq., Sharro, Sutton, Surrey, formerly of Hongkong, to VIOLET MAUD, youngest daughter of Lieut.-Colonel W. C. HOWARTH, formerly of The Ruffs, of Russell House, Walmley.

DEATHS.

On June 21st, Mr. C. H. THOMPSON, died between Yokohama and Honolulu, in his 47th year.

On July 20th, at Shanghai, S. B. DOS REMEDIOS, aged 63 years.

Hongkong Weekly Press

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ARRIVAL OF MAIIS.

The English Mail of June 29th arrived, per the ss. *Moldavia*, on Wednesday, the 25th inst.

FAR EASTERN NEWS.

Military science is to be introduced into the studies of the University of Peking.

We learn of the appointment of Wong Tai-kwan as Consul-General for China at Singapore.

The library of the late Mr. R. W. Little, editor of the *North-China Herald*, is offered for sale by toner. It is almost as valuable, sinologically, as Dr. Morrison's.

The late Sir W. H. Marsh, whose death was announced by the *Daily Press* this week, has been enjoying a pension of \$2,192.28 from the Hongkong Government since 1887.

The Chinese Government is examining all its young men who have been educated abroad, with a view to getting capable officials.

Another currency peril is threatened, the Peking revenue authorities having been taking lessons from Japan in the art of printing paper money. They will very likely overdo it.

A Taipéh dispatch to the *Asahi* says:—An urgent law was promulgated in Formosa on the 17th instant, ordering landed property owned in Formosa by Chinese to be confiscated.

The *Seoul Press Weekly* reports that a missionary in Korea, the Rev. J. E. Adams, being assaulted by Japanese coolies, drew two revolvers and pointed them at the coolies, who ran away. He was well-armed, for a missionary.

Viceroy Shum has received a dispatch from the United States Consul-General informing H. E. that as he (the writer) had been transferred to Cape Colony, the Consulate will remain in charge of the Vice-Consul until the arrival of his successor.

The *Foochow Echo* agrees that the missionary allegations against the Yuonan railway syndicate were exaggerated: Indeed, it "would point out the great impropriety of writing to a newspaper of grave scandal when there is actually no scandal to write about."

Mr. Li Shun-fan at the sale at the Public Works Department on July 23rd purchased for \$12,300 the right of erecting and maintaining a permanent pier on Crown foreshore opposite the foot of Queen Victoria Street, for a term of fifty years.

The Shanghai Municipal Council is stated to be unwilling to re-engage Major Boisragon, its present Chief of Police. So far as we can understand the local papers, his offence seems to have been that he did not let his men kill a sufficient number of the rioters.

The *Asahi* observes that, owing to the keen competition now going on between the Nippon Yusen Kaisha and Messrs. Butterfield & Swire in Eastern waters, the freight on tea-boxes from Japan to China and India has declined to the extraordinary figure of Y.2.50 per ton.

We are officially informed that subject to audit, the directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 12%—\$6.00 per share, write off about \$61,000 and carry forward about \$393,000.

The Civil Administration Bureau [Japanese] of Kwantung [Liaotung peninsula] is pushing forward preparations for the opening of the district to foreign trade, which it is expected will take place on September 1st next, as the military arrangements in the district cannot be terminated before that date.

The net profit of the Kawasaki Dockyard Company for the half-year just ended has been declared at Y395,867. Of this sum, Y.100,000 has been placed to the reserve, Y.46,000 allotted for dividend at the rate of 12½ per cent. per annum; Y.7,500 for bonuses to officials and employés, and the balance carried forward.

The *Nansangpao* says that the Council of Finance and the Board of Revenue are to consider a proposal for the establishment of a commercial bank to assist agriculture, industrial railway and mining business; it is to have a capital of ten million dollars, to be jointly subscribed by merchants and Government officials, and the Yokohama Specie Bank is to be taken as a working model.

L'Echo de Chine learns from Kaifeng Fu that the inhabitants have bought in great quantities of the old uniforms of the Japanese army.

The General Balance Sheet and Profit and Loss Account to 31st December, 1905, show that after making a Special Reserve of £700,000 (£58,333) and deducting current expenses, writing off bad debts, and with the addition of the balance brought forward from 1904, the net profits of the Netherlands Trading Society amount to £6,943,522.41 (£578,627), out of which a dividend of 15 per cent. has been declared.

Orders by Major General Villiers Hatton, C.B., Commanding the troops in South China, dated Hongkong, 24th July, contain the following:—No. 442—Officers Commanding will submit to this Office as early as possible the names of Officers who have a knowledge of Northern Chinese Dialect, and who are recommended for the appointment of Inspector of Chinese Coolies, Transvaal—Salary £800 per annum.

The *Chuo Shim bun* states that the N. Y. K. and O. S. K. contemplate the amalgamation of their Yangtze steamship service and the absorption of that of the Hunan Kaisha. The *Asahi* says that the N. Y. K. has ordered three steamers of 3,500 tons each to be built and finished this year at the Kawasaki Dockyard for the Yangtze service. Two others, each of about 2,800 tons, have been ordered in England for the Shanghai line, and six ships of 8,500 tons are being built, four at the Mitsu Bishi and ten at the Kawasaki Dock for the ocean services.

The following paragraph appears in the minutes of the Shanghai Municipal Council, under date July 11th:—With a view to greater efficiency in certain branches of municipal work it is decided as an experiment to authorise the purchase of four cars, respectively for the use of the Police, Health, Public Works, and Electricity Departments. The type of car selected will be the "Beaufort," and the vehicles will be shipped by the London agents, already assembled, after inspection by the examination department of *The Autocar Magazine*.

The *Echo de Chine* states, on what is alleged to be good authority, that the French contingent of the army of occupation of China will be withdrawn by the 1st January, 1907. It is not yet known whether the troops will be attached to the forces at present in occupation of Tientsin or whether they will be detailed to complement other units. The official telegram merely orders those in command to cease all purchases and works, excepting the most urgent, and not to recruit any more native auxiliaries or sharpshooters. Detailed instructions are expected in due course.

The decision of the Tokyo High Court was delivered on July 10th with regard to the burning of the official quarters of the Home Minister and police boxes in Tokyo on the night of September 6th last. The defendants on trial numbered 103. Of this number, 95 were convicted and four have each been condemned to penal servitude for 1½ years; one to major confinement for ten years, three to major confinement for nine years, and eight acquitted. The remainder are to be imprisoned with labour for periods ranging from one month to eighteen months or fined in sums ranging from Y.5 to Y.20.

THE MODEL SETTLEMENT.

(*Daily Press*, 23rd July.)

Times change—such an obvious truism is unassailable—but there arise frequent occasions to doubt if we change so very much with them. Mr. C. M. DYCE's delightful reminiscences of the Model Settlement (just published by Messrs. CHAPMAN and HALL) start the reflection that though times have changed since 1870, and the conditions and circumstances of life in the Far East have grown more like them at Home, the men are much the same. The new suit does not make a new man. Last year's discoveries of papyri revealed the same fact, but it is more interesting to have it brought home to us in scenes where we are so often told that "it was very different in the old days". There is something delightfully "old-fashioned" about the diction of these simple memoirs, but they appear to us to reveal as faithfully the idiosyncrasies of the *taipan* and the *larpidjin* of to-day. As a lad of seventeen, in a London office connected with the China trade, Mr. DYCE's income was barely £100 a year; and by the "strictest economy" he could not "make it do". That "griffin" of the late 'sixties exists still in the new century. The same disenchantment even then followed his dreams of the gorgeous East, although Mr. DYCE found Hongkong to be "hot and steamy, but picturesque and romantic". The sampan women in the harbour were not ill-looking (times have changed); but at Woosung "the view was the reverse of exhilarating". Perhaps nowadays there are not so many *taipans* like the one who went off in a sampan to meet Mr. DYCE, looked after his luggage, and provided him with a personal attendant. Whether *taipan* or assistant is most to blame for the wider gulf that separates them nowadays, we would not like to say; but the change is noticeable at Home as well as in the East. Those were the days of long apprenticeships, the parties were associated for much longer periods, and doubtless that largely accounts for the difference. The picture of the *taipans* playing Loo, for high stakes, while the *griffins* looked on, puffing big cigars, and watching sums equivalent to six months' salary changing hands, is a glimpse of manners not tooancient to be remembered by many readers. The "compradoric" style of *hong* building is fast disappearing, and it is just as well that we should have Mr. DYCE's detailed descriptions to preserve their memory. The free and easy hospitality of those days cannot be said to have diminished at all; in this respect the resident of 1906 is the peer of his predecessor of forty years ago. When discussing his fellow-residents the author is very happy, and here again he might be writing of to-day. Every other man he met seemed to be a Scot.

"For some reason or another the Scotch of Shanghai seemed to be totally different from those I had known at home. It is possible that the ones I had met in London were somewhat, shall I say, toned down; or it may be that their comparative scarcity was the cause of no great impression being made. But in Shanghai, the great number, the obtrusive accent or accents, and a certain assertiveness (not offensive), combined to give the sense of a pervading presence of the nationality. It seemed that, though they were domiciled in China, their feet, so to speak, were on their native heath. I do not intend by these remarks to say one word in disparagement of my countrymen in Shanghai. I found them, with scarcely an exception, kindly, full of honour, and shrewd; and the bulk of my intimate friends were Scotch. The assertiveness was quite harmless, and chiefly consisted in ramming the kingdom of Scotland down our throats

on every possible occasion. They would have us believe that the inhabitants of the Northern Kingdom were the most intelligent, enterprising, and capable people in the British Empire. Of course the rest of the world did not count. I will do them the justice to say, that they did not put forward their countrymen as models of sobriety."

Nowadays that assertiveness is exhibited in insisting on giving the most popular ball of the season, and in bribing the children to devote special study to Scottish history. He has not much to say of Englishmen, beyond that they were "pleasant and well-mannered, tolerant and easy-going, and with an unsurpassed reputation for fair dealing". Then, as now, they were mad on athletics and sport. The Americans excited his admiration by their pushfulness and enterprise, apparently an agreeable contrast to the "easy-going" of the Englishmen, and as "the foreign trade of China was something like the game of Poker", American hustle was profitable, and found many English imitators. "No Englishman who came out retained the London notions for long", but willingly followed the American lead. Then, as now, the Americans "had more than their fair share of missionaries". For comments on other nationalities, we must refer readers to the book itself. The work in the Far East is really harder than at Home, but it seems easier because there is less red-tape. The growth of the Far Eastern communities has considerably altered business, of course; one foreigner now lives on another, where formerly all lived on the Chinese. But the gambling aspect of nearly all business is as apparent still as it was then. A large amount of speculation was and is called for. "No house could do an absolutely safe business". The currency question could appropriately be mentioned in this connection, but people must be getting tired of an oft-told and so far ineffectual tale. Fully half the book is taken up with sport, chiefly shooting, but the author's comments need to be read with their context. His definition of the China pony as a blend of sheep, camel, pig, mule, and cat shows that the quadruped has changed as little as his biped master.

THE CHINESE REACTIONARY PARTY.

(*Daily Press*, 24th July)

The new form in which the old disease of China, which has so many times almost resulted in her annihilation as a nation, and which seems not unlikely to end in her final partition amongst the more active Powers, is exhibited in an acute form in the history of the Kiang-pei Concessions, Limited, for working some coal mines near Chungking in Szechwan. The disease is inertness, and like the "sleeping sickness" in Uganda, brings on first a strange craving to be let alone; this results in a sleep in which the patient is wholly incapable of being aroused by any external stimulus, and this in the last stage develops into coma and death. The first stage, that of withdrawal from intercourse with her fellows, has at the moment reached an acute phase, and one of its most dangerous symptoms is the cry of "China for the Chinese", which has lately become the watchword of the younger generation. It is the more dangerous for China that it has assumed the imitated garb of progressiveness, while deliberately aimed at repressing every aspiration for advance. No nation in the world had ever had offered to it external assistance on such easy terms as China. As Mr. BLAND truly stated at the recent opening at Soochow of the Shanghai-

Nanking Railway, England has always been identified with the policy which has for its object the maintenance of the integrity of China as a sovereign State; and the peaceful development of the trade and resources of the empire forms an essential part of that policy; and the advancement of railway construction under conditions mutually advantageous, and the promotion by this means of trade in the interests of Great Britain and China alike, is really the capstone of the edifice. In the Chihli railways, the restoration of which to China was really due to the self-denying policy of England, China has a means of gauging the sincerity of England's professions, with which we have to contrast the unseemly efforts on the part of China to creep on her side out of the by no means onerous conditions attached to the enterprise; and the recent parading of claims to independence of action, intended to be taken in contradiction of China's engagements with Great Britain. A very similar course has been taken with Japan with reference to the restoration of occupied territory in Manchuria and Shingking. This is the more marked that it is in striking contrast with the conspicuous readiness displayed to enter into entangling negotiations with Russia, which the experience of the last ten years, especially, ought to have plainly proved to China had but one end in view, and that is her own destruction. The only possible construction to be placed on this seeming anomaly is that the would-be patriots of China who pose in high quarters as the exponents of the policy of exclusion, are really more bent in advancing their momentarily private schemes than on promoting the well-being of the State.

To return, however, to the Kiang-pei Concessions, Limited, with which our remarks commenced. In the small valley of Lung-wang Tung, some twenty miles from Chungking in Szechwan, it had long been known that certain coal seams outcropped, and these for some generations had been worked in a small way by means of adits driven horizontally into the sides of the depression. A few years ago Mr. A. J. LITTLE, in conjunction with some of the more enterprising of the owners, bought up the interests of the others, and proceeded in a tentative way to develop the working. The Szechwan coal workers are more progressive than those in the other provinces, and are always wont to hail any improvement in their methods. As with all Chinese, their custom was to work from a single adit, but unlike the others they worked on a primitive longwall system, cutting continuously one side of the gallery, and piling the debris behind them. As they endeavoured to keep the drift as nearly level as possible, they could not vary much from the original direction, and hence the hollow in which were the workings became holed to an inconvenient extent; and the workings became unduly long, in one case considerably exceeding two miles. Under the circumstances, with the full approval of his native colleagues, Mr. LITTLE sought expert advice, and it was arranged to call in the aid of outside capital to develop the mines. This had the full approval of the officials, and a regular concession of the right of mining within the sub-prefecture was arranged to the mutual satisfaction of all, both people and officials. The coal is an almost ideal steam-coal, with a large proportion of fixed carbon, and a practical absence of sulphur; and is in considerable request at Hankow, both for railway and steamboat use. So affairs stood at the end of last year, when Mr. LITTLE put the concession, in which all the officials from

the Viceroy down concurred, on the market. Unfortunately Peking took it into its head to send down a new Fantai, who proved to be of the new school of which the present Nanking Viceroy, and the late Taotai YUAN, of Shanghai notoriety, belong. Nothing was at first ostensibly done, and Mr. LITTLE arranged with the leading bankers in Chungking to issue shares in return for deposits, and some seven hundred had been actually applied for locally, and everything was ready for the final issue of the prospectus; it being understood that both natives and foreigners were at liberty to become shareholders. When then the date of issue was fixed at Shanghai, and telegraphed up to Chungking, everything seemed in order to begin. The first intimation that there was likely to be any hitch came from the native bankers at Chungking, who without assigning any reason suddenly refused to receive the deposit from the native shareholders. It subsequently turned out that they had withdrawn under threats from the officials, owing to the influence brought to bear on the Viceroy through the new Fantai. In Shanghai the full number of shares were, however, subscribed for, but there being a necessary need for further surveys, and a good deal of preliminary work, such as the making of a small convenience tram, to be taken up before the real development of the mine commenced, only the preliminary call had been paid up. Under the concession the time for starting the company had been limited, and the first step taken was to make an attempt to entirely cancel the agreement, this period having been unavoidably delayed a few weeks; this with some difficulty having been got over, the next step was to question the validity of the new company—first because half the shareholders were not Chinese, and next because the entire capital had not been paid into the bank at Shanghai. With regard to the first it was explained that it was entirely owing to the obstruction of the officials in Szechwan, who had forbidden the payments of the native subscribers to be received, that the number of native shareholders was less than had been anticipated; but that in any case there had been no stipulation as to the number, and that there were actually a number of native shareholders whose subscriptions had been paid in in other places. To the second objection it was shown that it had never been intended to call up all the capital in the first instance, that not being the custom where foreign companies were concerned, there being actually no need to call for the remainder of the capital till the preliminary works were further advanced. Unfortunately the term of Sir ERNEST SATOW as Minister expired at this time, and local officials took advantage of this to obstruct in every way the works. An engineer, who had been sent up to make the preliminary surveys for the convenient tramway to the Kialing River, which had been included in the concession, was not permitted to get to work, and practically everything has been done that the most perverse ingenuity could suggest to render the entire concession nugatory. The present case is the more noteworthy that every requirement had been scrupulously observed on the part of the concessionaires, and every allegation made had been successfully refuted.

We have gone the more fully into this case as an instance of the lengths the reactionary party, at the moment in the ascendant, is prepared to go to gain its ends. In this particular case there is no allegation of any interference with native

ideas or wishes; the entire province was, in fact, in favour of the scheme, and the opposition has proceeded from the clique who all through the empire are prepared for the most selfish ends to jeopardise the good name of their country in the eyes of the world. It is on a par with the farce being enacted with regard to the Canton-Hankow railway, and which would exclude every means of communication with outer nations, and revive the bad old times of Kiaking and Taokwang. There can be but one ending of such a policy and that is to bring China again into collision with the Powers; and the inevitable result of such a struggle must mean the entire destruction of China's independence as a nation. Against this eventuality England more especially has been struggling for many years; but it is characteristic of the little understanding of affairs possessed by the new party that it is precisely against England that the principle of exclusion is the most rigorously directed.

DEPRECIATED DOCK SHARES.

(*Daily Press*, 25th July.)

Undoubtedly the most sensational feature of recent share reports has been the slump in "Farnham's", as they are usually called on the local "Rialto". The price of the shares has been on the decline ever since the New Year, when they were supposed to be worth anything from Tls. 140 to Tls. 150. In the last three or four months their fall was accelerated, and last week, when the liquidation meeting was held, what a contemporary very properly calls "panic prices" were touched. At the outset it may be as well to admit that there has been more panic than reason to cause the extraordinary reduction in market value; and any genuine investor who, for no better cause, has been persuaded to sell out now can claim little sympathy over his loss of something like six hundred pounds sterling per hundred shares. Farnham Boyd's, or, as it is now called, the Shanghai Dock and Engineering Co., is a sound concern enough, which even in its least busy times, with proper management, may be expected to afford a safe investment with reasonable returns. Unhappily for the ordinary investor, however, the shares appear to have become a popular medium for gambling; and it is these gamblers who have caused all the trouble. For it seems fairly clear that in former days there was some speculation by men whose interest in the business should have been more identified with the interest of the shareholders generally than was the case. Any suspicion of such operations attracts the outside speculator as carrion attracts vultures. Whether they be "in the know", or only think they are, the fluctuating value of the shares tempts them more than a steady quotation; and their intervention, of course, adds to the uncertainty and increases the trouble. We presume it will be admitted that company scrip is not really intended to play the part of lottery tickets, and that the price of stock in a normally healthy concern should not ordinarily imitate the jumping-jack. The best of directors, too, especially in communities where personal and other business relations are so much involved, are embarrassed by the condition at which we have hinted. The man who "jumps in and out again" cares little about building up reserves or allowing for depreciation. He wants, in addition to the artificial profits that he makes, as much extra cumshaw from dividends as he can get. The ordinary investor also rarely objects to fat dividends, so that the directors' temptation to be less

businesslike than they would be as individuals is very great. The change in the management of "Farnham's" does not seem to have restored the confidence that was lost. It is alleged that the new men have allowed the old mad, bad ways to continue. One charge is that the last dividend paid was more than the company earned; and a critic asks if the liquidators are going to make any enquiry into "the finance that prompted the payment of certain dividends—no doubt the one that completed the annual dividend of 28 per cent". Nothing was written off for depreciation of plant and stock, which includes such deteriorating properties as buildings and Chinese tenements. The gentlemen who were elected liquidators, a shareholder thinks, should have had sufficient courage to discontinue the error of their predecessors who paid unearned dividend, whereas they had taken for the purpose Tls. 30,000 from previous years' profits. Some dissatisfaction has also been expressed with the audit certificates; the sketchy manner in which some auditors perform their important duties has lately begun to attract attention; and doubtless public opinion will lead to their really earning the fees they receive. The most interesting statement of all is the one that "personal friendship prevents acrimonious remarks in Shanghai". So it ought, and, we may add, it ought to prevent anonymous attacks and criticisms. But the meaning of the statement will be well understood by all who know anything of the conditions attending company management in the Far East. For "personal friendship" should be read "other business relations", and then it becomes quite clear how a crop of anonymous criticism is so often followed by the report, "There were no questions, and the report and accounts were passed". It is gambling, pure gambling, which seems to have ruined the reputation of this most important business of a most important port. "Farnham's" have been what the brokers call a "flit" stock, which we take to mean a stock more than usually favoured by bulls and bears. The moral for investors seems obvious.

PALMERSTONIAN HAND WANTED.

(*Daily Press*, 26th July.)

Inspired by Dr. MORRISON, than whom it would be difficult to find a more trustworthy counsellor, the *Times* has been urging the British Government to "assume the position due to our paramount interests, and to enforce a satisfactory settlement with the Chinese Government, independently if necessary". This was said with relation to the administration of the Settlement of Shanghai. That settlement, the pulse of our particular "sphere of influence", is technically an international settlement, but we suppose in the event of a settlement of its status as a settlement, that Great Britain's "paramount interest" would be recognised. At all events, they should not be overlooked for want of claiming, and we are glad that such influential authorities are not disposed to ignore the pre-eminent claims of the British. Shanghai, with its fruicking representatives of lesser Powers whose interests there are not to be compared with the British, has long been a sort of mirror reflecting the position of China and the Powers. Those with least at stake have had the most to say, and, owing to the extraordinary lethargy and supineness of the British nation in the last few decades, they have succeeded in hindering and hampering negotiations with the stupid officials against

whom there should never have been any proceeding that was not determined and decisive. We have often referred to the anomalies of Shanghai; to the Municipal Council, which is like a watch-dog muzzled and tied with too short a chain; to the Consular Body, on which the shrimp and the lion appear to have an equal voice in all plans of campaign, except that the shrimp cries more shrilly, and the lion seems too polite to argue; and to the presumably more Imperial considerations which prompt the Diplomatic Body at Peking to veto local arrangements in the most surprising way sometimes. The value of the Consular Body at Shanghai may be partly gauged by the fact that it always accepts as its leader the consul of longest residence, so that if the PRINCE OF MONACO or the EMPEROR OF THE SAHARA had happened to establish a consulate there, any new British consul (although representing the great majority of property and residents) would find himself subordinate in many material ways to the consular representative of such a petty Power. The result is that bad Chinese officials there have found it easier to defy those who should have been enforcing, independently if necessary, the rights of their constituents. The point appears to be in the words "if necessary", and we do not doubt that the *Times* correspondent would be with us in declaring that events for a long time past have shown that our dependent position has been as injurious as it has been humiliating. But what is to be expected of a Government which grants knighthood to a mere party election agent, and overlooks the services of patriots who have been grizzling on the frontiers of empire? This was the view of a member of the local branch of the China Association, who pessimistically decided that the meeting to discuss the West River piracy was a waste of time. This is an attitude into which it is a great temptation to fall, but the chief officers of the Association consider it better to keep "pegging". This the newspapers must also do, even though on such matters they will inevitably find it necessary to repeat themselves over and over again. Yet it is distinctly disheartening to find a man like Sir ERNEST SATOW going home with a story like the one he told a Central News correspondent, that China is attempting to adopt Western methods and to act on Western civilised lines, and that "if we wish to be consistent we cannot deny her our sympathy and help". The truth is that China (meaning China's present typical officials) is attempting to attain Western advantages by Chinese methods, and is all along acting on the lines of her own hereditary philosophy; and sympathy and help would be thrown away. In cases like those of Taotai YUAN of Shanghai (the official removed for conniving with the rioters and since promoted) and of Viceroy SHUM (so preoccupied feathering his own nest that he has neither time nor means to deal with the lawlessness overrunning his province) to talk of sympathy and help is a bitter mockery. What is wanted is the enforcement of satisfactory settlements, as Dr. MORRISON has said, independently if necessary.

Cricketers will be wondering when the shield and medals are to be presented to the premier local cricket club. The presentation has taken place. The shield has been handed over to Dr. SWAN, president of the Kowloon Club, who at the Club the other evening presented the medals to the players. The meeting was an informal one, but before taking their departure therefrom members charged their glasses and drank to the success of the Club in the years to come.

REPORTING DISEASES.

(*Daily Press*, 27th July.)

Hidden away in a corner of the London *Times* we noticed a paragraph to the following effect, "The GOVERNOR of Hongkong telegraphs that 57 cases of bubonic plague were reported last week and 45 deaths from the disease occurred". This reminded us of some remarks made by His EXCELLENCE, at the opening of the Ho Miu Ling Hospital last week. They did not altogether please us at the time, because we foresaw that they would be misunderstood, and lend colour to a stupid objection that was raised some time ago, by a journal now defunct, to the mere publication of the usual plague statistics. This was not what His EXCELLENCE had in mind, of course; and the necessity of making such records is admitted by the act of the Government which regularly telegraphs these figures to the Home country. It is always sufficient, however, in small communities, for some semi-original mind to make a criticism — then dozens of human parrots take up the cry, so effectual is the phrase *au fil* with a not uncommon type of intellect. We have known a case where, at a fashionable watering-place, at the beginning of the tourist season, a local newspaper was viciously attacked for merely quoting a statement from the report of the M.O.H. that there had been one case of diphteria. Urban Councillors, some of whom were interested in boarding houses and hotels, took up the tale, and while making things warm for the offending journalist, defeated their own purpose. Annoyed at the undeserved persecution, the newspaper proprietor, who fortunately did not depend upon its profits, went into the matter more fully, dragged previous records to light and made the interesting discovery that official records of epidemics had formerly and frequently been deliberately suppressed, because they might have "the effect of deterring people from visiting" the place. Hongkong is not a fashionable tourist resort, but even if it were, we feel quite sure that His EXCELLENCE would not countenance any suppression of the truth in order to entice unsuspecting visitors to expose themselves to risk of infection. The point of view of hotel keepers and others who cater for globe-trotters is as easily understood as it is natural, but there can be no two opinions as to the correct moral attitude to take. The visitor might be cared for and protected in such a manner as to reduce his or her risk to an almost insignificant minimum, but even then he or she has a right to be frankly told that there is a risk, however small. This applies chiefly to the places favoured by tourists, and it is not quite so easy to realise what the GOVERNOR referred to when he said "the constant crying down of the health of the Colony has to a certain extent the effect of deterring people from visiting us, which is a bad effect". It will be obvious to the order of intelligences previously referred to that the "constant" crying down of the health of the Colony must mean the constant or regular publication of plague statistics as issued by the P.C.M.O.H., and we hope they will now take note of the fact that His EXCELLENCE could not have meant that, seeing that the same figures are as constantly telegraphed to England, where, it was complained, "Hongkong still retains its old reputation of being a very unhealthy place". We will readily admit that its reputation is worse than it deserves, but that is far from being a certificate that it is an ideal health resort. There have been things said—though we

believe not so often as to constitute a "constant crying down of the health of the Colony"—which were prompted, as His EXCELLENCE generously admitted, by a laudable desire to instigate further sanitary precautions; and it may be that some of these sayings have been a little too strong. We are apt to forget that the Sanitary Board can no more be expected to eradicate disease than the Police can be expected to extirpate crime. Disease and crime continue, and the organisations to combat them must be kept up. But if we say that the Sanitary Board and the Police have similar faults—if we point out that the Sanitary Board dwells around making too many minutes about patent ashbins, while the Police waste time harrasing curio sellers who commit technical breaches of the Arms Ordinance, or coolies who play funtan with matches—if we have to make such obviously necessary remarks at times, we cannot avoid causing wrong impressions somewhere, for which we cannot repudiate all responsibility. So much depends upon the way these things are said. If, however, the simple publication of statistics, even comparative statistics, is to be misunderstood, the blame must rest upon those who misunderstand them. Otherwise, none of the significant facts of life would ever be published at all.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on July 24th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present—Dr. Pearce, M.O.H., Hon. Mr. A. W. Brewin, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Mr. F. J. Baddeley, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Fuog Wa-chun, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

"EXPLOITING THE LANDLORD."

The reply from the Government relative to compensation for damage done during the cleansing and disinfecting of premises stated that "the Government will in accordance with the provision of the Public Health and Buildings Ordinance of 1903 give reasonable compensation for property destroyed or damaged by cleaning and disinfection where the case of infection has been duly reported. They have no authority and do not intend to go beyond this provision."

Mr. SHELTON HOOPER moved—This requires further discussion.

Mr. HUMPHREYS—Although section 89 of the ordinance allows the Government a loophole to escape paying compensation when cases of infection have not been duly reported, it does not follow that it is equitable for the Government to take advantage of it. The landlord is helpless in the matter, so why should he be the sufferer? The Government is bound to lose in the long run over the policy of exploiting the landlord for all he is worth.

The Hon. REGISTRAR-GENERAL—There seems no provision for compensating landlords.

The PRESIDENT explained that it was open to the Board to make the house where processes of disinfection had been carried out presentable again.

Mr. HOOPER said if that were carried out he would be quite satisfied.

Mr. HUMPHREYS—Do I understand that the Government will not grant any compensation in cases where no notice has been given?

The PRESIDENT—That is what the legislation amounts to. The Ordinance is to be carried out as it stands.

Mr. HUMPHREYS—I think it is very hard on the landlord, who is absolutely helpless if the tenant does not report the case.

The PRESIDENT thought the question raised by Mr. Hooper might be met. He would look into it.

On this understanding, the subject was not pursued.

INSANITARY VILLAGES.

With reference to the report of the Medical Officer of Health, relative to the condition of the villages of Tai Hang and Wong Nei

Cheung, Mr. Hooper asked what about the leper.

The PRESIDENT—The leper has returned to his country.

Mr. HOOPER—It was leprosy then, sir?

The PRESIDENT—Yes, it was. He was sent to his country, but returned.

It was agreed to forward the report to the Government.

THE CUBICLE QUESTION.

With reference to an application for permission to erect four wooden posts for hanging curtains on a Chinese floor. Mr. Humphreys wrote that the "cubicle question wants going into *de novo*. Curtains, rags, sacking, etc., are much more dangerous to health than properly arranged cubicles. No amount of ordinances and no quantity of inspectors will ever prevent Chinese putting up temporary partitions of the above nature."

CONCRETING GROUND SURFACES.

Further correspondence was submitted regarding the question of concreting ground surfaces.

Mr. LAU CHU-PAK minuted—I don't think the P.C.M.O. should have given such instructions as he did in his minute dated July 2nd without first consulting the Board. It is entirely a question for the Board, and the papers should have been laid before the Board before any instructions were issued. If the P.C.M.O. was correct, then the only way the Board can have section 112 carried out is to prove a nuisance under section 26, and the notices, which were served during the past two years requiring property owners to relay the concrete land within the last four or five years, should not have been served at all, and the owners and tenants would have been saved a lot of trouble and expense. According to sections 111 and 112, the concrete must be laid to the satisfaction of the Board, and in this case the Board had not been consulted before a line of action was drawn. The P.C.M.O.'s minute introduces an entirely new view of the matter, and he takes upon himself to decide what is only in the province of the Board. Were the instructions referred to by Mr. Carter in his minute dated July 5th given by the M.O.H., who, as the advisor to the Board, and as one of the chief executive officials for the enforcement of the ordinance, appears to have been ignored in the matter? The concreting of ground surfaces in every instance was carried out under the supervision of and passed by the sanitary surveyor and the plague inspectors, and yet, after two or three years, when another officer is told to go round to see the same thing he condemns it. Who is to suffer for this state of affairs? The owners of property and their tenants are the sufferers. The course proposed by the P.C.M.O. appears as if it is to shield an officer by whom the concrete was passed. As in this instance, he admits he might not have examined all the houses in question, so it may be presumed that in some other instances he might not have examined at all, but simply signed the certificate, as he thought fit. Mr. Perkins' reports that the concrete "had never been good", and that being so, the work should never have been passed. It would not have cost the owner anything more than contract price if at the time the surveyor had refused to pass the work, whereas now to add cement on the top as a compromise will cost the owner, if not more, equally as much money and trouble as to do the work over again. I strongly object to the compromise unless the Board itself is prepared to pay for what is not due to the fault of the owner.

Mr. HOOPER—This contains a serious allegation against the officer who passed the work and issued the certificate in the first instance and should be thoroughly investigated.

Mr. HUMPHREYS—The P.C.M.O.'s instructions to Mr. Carter dated July 2nd may have been *ultra vires*, but they were very sensible, and should in my opinion be endorsed by the Board.

Mr. HEWETT—I would like to have a written explanation of a paragraph I have marked in the surveyor, Mr. Bryan's, minute.

Mr. FUNG WA-CHUN—I would suggest that the matter be thoroughly sifted before effecting any compromise.

Hon. REGISTRAR-GENERAL—The inspection is not made to protect the owner against the contractor he employs.

The PRESIDENT—I am afraid we shall get no satisfactory solution of this concreting question until the Board's resolution of November 28th, 1905, is given effect to. This asks for four inches of cement concrete in lieu of the six inches of lime concrete. Experts state that it is practically impossible to get good lime concrete in Hongkong.

The PRESIDENT said they could not give effect to that resolution as an amendment of the existing ordinance until after the commission had finished its deliberations. If it was the wish of the Board, Mr. Hooper and he might inspect those particular houses. He read Mr. Bryan's explanation on the point raised by Mr. Hewett.

Mr. HEWETT said it was no explanation at all. It showed that the work must have been slackly done.

The President's suggestion was approved.

CHINESE CEMETERY WANTED.

An application was presented from the masters of the stone quarries of Ngan Tau Kok, Sai Cho Wan, Cha Ko leng and Lyeemoon for a piece of land to be set apart for use as a public cemetery.

Mr. HEWETT pointed out the probability of an increase of population in this district within the next few years, and remarking that he would like to have the question of a cemetery discussed.

The question was referred to the Registrar-General.

SENIOR INSPECTORS' AUTHORITY.

The following draft authority which is to empower senior inspectors to enter premises and inspect and seize food in accordance with section 83 of the Public Health and Buildings Ordinance 1903, was submitted:—I, the undersigned, hereby authorise you, a senior sanitary inspector in the Colony of Hongkong, when instructed in writing by a Medical Officer of Health or the Colonial Veterinary Surgeon to do so, to enter, between the hours of 6 a.m. and 6 p.m., any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect or examine any food found therein which you may have reason to believe is intended to be used as human food, and, in case any such food appear to be unfit for such use to seize and submit the same to the officer issuing the said instructions. (Sd.) secretary.

Mr. HEWETT in a minute said he agreed to the draft authority provided it was distinctly understood that even with this general instruction a sanitary inspector could only enter a certain house when he had specific instructions to do so from the M.O.H. and C.V.S.

MACAO MORTALITY STATISTICS.

Mortality statistics from Macao were laid on the table. They showed the total deaths for the week ending July 9th to be 72, or 47.74 per thousand.

HONGKONG'S MORTALITY.

The mortality statistics for the week ended May 26th, shows the death rate of the British foreign and Chinese community, excluding the army and navy, to be 34.1, as against 23.7 for the corresponding week of last year.

RICSHA SMASHED BY A TRAM.

There was an exciting scene at the corner of Des Voix Road and Queen Street on July 25th, when a ricksha coolie attempted to pull his vehicle, in which a Chinaman was seated, across the front of an approaching tram. Finding he could not cross he turned back, but failed in this also. As soon as the motorman realised the danger he applied the emergency brake, but the car was too close to be pulled up in time to avoid a collision. The ricksha was overturned and completely smashed, while the unfortunate passenger was jammed between the ricksha and the trolley post, with the result that his legs were broken. He refused to go to the hospital and was attended by Dr. Jen Hawk. The ricksha coolie ran off but was apprehended later and on being brought before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of careless driving was fined \$15 or a month, his defence being that he did not see the car.

SUPREME COURT.

Tuesday, July 24th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

DISPUTED PROMISSORY NOTE.

The Fat Lee sued the Kwon Ching Chueng firm to recover the sum of \$211.60 principal and interest due on a promissory note dated April 20th, 1906, or in the alternative for money lent.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, and Mr. Otto Kong Sing for the defendant.

Plaintiff said defendant applied to his son for the money, and on his son representing the case to him he agreed to advance it, receiving a promissory note from the defendants in return.

Cross-examined—Defendant did not know whether his son had handed over the \$210. He was unacquainted with the members of the defendant firm.

After further evidence his Lordship gave judgment for plaintiff.

Wednesday July 25th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE WRONG DEFENDANT.

Leung Tak sued Au King-tsun to recover the sum of \$500, being damages sustained by the plaintiff by reason of negligent navigation by the defendant's steam launch *Lee Shing*, whereby the plaintiff's waterboat was damaged in Hongkong waters. A third party notice had also been issued by the plaintiff.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, and Mr. H. K. Holmes for the defendant.

Mr. Gardiner applied for an adjournment, but Mr. Holmes asked his Lordship to hear the case, as he contended his client was not liable.

His Lordship—Why don't you, or somebody else, pay up what is reasonable?

Mr. Holmes—There has been an offer, I understand, to pay what is more than reasonable.

His Lordship—But the amount claimed exceeds the offer.

Mr. Holmes—The offer exceeds the amount of valuation, made by Captain Douglas after a survey of plaintiff's vessel. The defendant has waited upon the plaintiff and referred him to the person whom he contended was liable at the time of issue of the writ.

His Lordship—I can give judgment now and refer the question of damage to the Registrar.

Mr. Holmes—I contend that defendant, the only party against whom judgment can be given, is not liable.

His Lordship—The third party, I know, is ad. Between you you are willing to pay. Why don't you settle the matter?

Mr. Gardiner—There has been an offer, but owing to Mr. Hett's intervention it has not been paid.

His Lordship—What is the offer?

Mr. Holmes—There has been an offer, but not by my client.

His Lordship—But he won't mind it somebody else pays.

Mr. Gardiner—The third party, a widow, has made an offer.

Mr. Holmes—I understand the offer has been refused.

His Lordship—I don't know anything about it, but it will come to this: I shall refer the matter of damage to the Registrar.

Mr. Holmes—I submit that as the third party is not present I am entitled to judgment on the merits of the case.

Mr. Gardiner—Perhaps it would be better if your Lordship would hear the arguments and decide whether defendant is or is not liable.

His Lordship—I don't mind, but it seems to me you are wasting time. Somebody has offered to pay up the amount of the damages.

Mr. Gardiner—We are prepared to accept that offer, but it has been withdrawn.

His Lordship—I understand there is some money paid in.

Mr. Holmes—It could not be paid in, because the person tendering it is not a party to the action. My client is now liable to pay all fees and the cost of detention of the launch.

His Lordship—If somebody is willing to pay what is found to be due, what does it matter to you?

Mr. Holmes—If my client could be sure of getting the money it would be another thing. At present he has absolutely no security.

His Lordship—No, but his costs could be paid into Court.

Mr. Holmes—I don't want costs. I am the defendant.

His Lordship—Yes you do, but it is no good my hearing the case. It is admitted there was a collision and the third party is willing to pay.

Mr. Holmes—There is a liability for the collision, but I don't admit it as far as my client is concerned.

His Lordship—The question is as to whether the defendant, or the third party, or somebody else is liable.

Mr. Gardiner—I heard the third party was dead when I was about to proceed with the case.

His Lordship—Whom do you want to sue?

Mr. Holmes—I am the defendant, but I understand my friend does not want to sue me at all. He wants to sue somebody else.

Mr. Gardiner—I will ask your Lordship to decide whether under the charter party the defendant is or is not liable.

His Lordship—Are you going to sue the defendant or are you not?

Mr. Gardiner—Yes.

His Lordship—Very well, go on.

Mr. Gardiner—I will ask your Lordship for an adjournment.

His Lordship—if you want to sue the defendant, go on. If you don't, I will put the case into Friday's list.

Mr. Gardiner—The third party is present.

His Lordship—Oh, yes. There she is weeping. She has been here before, and always cries when she comes.

Mr. Gardiner—if she is prepared to give me the offer she made yesterday, I am prepared to withdraw the action.

The widow, on being called, said she had handed Mr. Hett \$350 for him to arrange.

Just then Mr. Hett appeared in Court, and in reply to his Lordship said his client had handed him \$350. He had not paid it over, however, because Captain Douglas had estimated the damage at \$237 and said he was willing to repair it for that amount. Throughout his client had been ready to pay the amount of the valuation.

His Lordship—if you cannot settle the matter between yourselves, why not refer it to the Registrar?

Mr. Hett—Defendant's point is that the action has been wrongly brought against him. He will ask for costs either from the plaintiff or from my client, and we are not prepared to pay.

His Lordship—I will give judgment for plaintiff, the question of damages to be referred to the Registrar and all questions of costs reserved.

Mr. Hett—I would ask your Lordship to allow the case to stand over till Friday.

His Lordship—You've admitted it.

Mr. Hett—My friend's client does not. We admit it, but the plaintiff brought the action against the wrong man.

His Lordship—Why don't you pay the \$350 into Court?

Mr. Hett—We don't admit that \$350 is due. We are prepared to pay in \$237, the amount of the valuation.

Mr. Gardiner—My valuation is \$473.

His Lordship—Think about it, and find out the cost price of the boat. The case is adjourned till Friday, by which time you may settle it. The old lady is crying now, but she won't cry then.

Thursday, July 26th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT ("HIGH JUSTICE").

LEUBA V. ULLMANN.

His Lordship delivered judgment in the case in which C. and C. Leuba sought an injunction

against Ullmann and Co., to restrain them from infringing certain of the plaintiffs' trademarks.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) for the defendants.

His Lordship's judgment was so long that it took nearly an hour and a half to deliver. After reviewing at length the evidence adduced, the Chief Justice passed on to the law of the case. He said he must emphasise what he thought was too often overlooked—that the law as to infringement of trademarks was but a branch of the law of torts; with special rules, it was true, applicable to the circumstances under which the rights were acquired and the infringements of them occurred. Where a man unlawfully put a portion of another's trademark on goods which he sold to a third, and that purchaser was enabled thereby to complete the mark, and so infringed it, then the first man was liable if he knew the purchaser was likely so to complete and infringe the plaintiffs' trademark, or if he ought as a reasonable man to have foreseen that the purchaser would or was likely to do this. It seemed to him that the "azure" mark had come to be regarded by the Chinese as a trademark, and that it had become common to the trade. He was therefore of opinion that it had become a trademark. Concerning the plain "azure" marks, he was of opinion that whichever way the case was put the plaintiffs must fail. With regard to the "Ina" mark, the plaintiffs were entitled to an injunction restraining the defendants or their agents from making use of the mark either in Hongkong or in Hongkong as a distributing centre for the rest of China. This would cover the "Ina" mark in any form resembling the plaintiffs' "Ina" mark, either without a border or with any form of device as its surrounding. The account to be taken required some consideration. The remarks of the Vice-Chancellor in "Beard v. Turner" seemed specially applicable to the case. In that case there was a standing by with full knowledge of the infringement, and here, so far as Bovet was concerned, there was a similar standing by with the knowledge of what Ullmann was doing. Leuba was only entitled to relief from the day when he himself took action. The account would therefore date from the time of the first intimation given by Leuba or his agents. The injunction and account would include the "po wai" mark for what they might be worth. He doubted whether any confusion would arise with regard to the sales, if any, of what were called the "F.B. po wai" watches. So far as the last paragraph of the relief claimed was concerned, he had some doubt as to what was the correct form of the order. He did not think the order for delivery up, cancellation, etc., should cover the watches or other goods which were ordered from Switzerland or elsewhere during the time when Bovet was standing by, or prior to the date of Leuba's first intimation to the defendant, although the injunction would restrain their sale in Hongkong. Strictly speaking, the injunction covered any goods coming to Hongkong and thence distributed to China. His Lordship suggested to the parties that they should agree that the existing stock of "Ina" watches coming within the terms of the injunction should be shipped to Shanghai, with an undertaking that none of them should be sold to dealers in Canton or other places usually supplied from Hongkong. Leave was given to either party to apply to vary this order. The question of costs was allowed to stand over until the final settlement of the order.

CHINESE EMIGRANTS TO AMERICA.

The Kwong Yee Chan firm sued Chan Chou-sui to recover the sum of \$9,794.65.

Mr. Calthrop (instructed by Mr. H. K. Holmes), who appeared for the plaintiffs, said he was proceeding on a writ of foreign attachment, the defendant having been out of the Colony since July 25th, 1904. Defendant was a partner in the plaintiff firm, but they were unable to obtain his address. While in Hongkong, without the knowledge or consent of the firm, he entered into an agreement in writing with certain persons to secure their admittance into America. He pledged the credit of the plaintiff firm by affixing its chop to the said agreements, and, relying on

such representation, several persons paid the defendant money, the total amount he received being \$9,794.65. Such persons were then shipped to the United States, but on arrival they were refused admission and returned to Hongkong. As these persons were unable to obtain repayment from the defendant, they were claiming the amount from the Kwong Yee Chan firm.

After hearing the evidence his Lordship gave judgment and costs for the plaintiffs.

IN BANKRUPTCY.

BEFORE MR A G WISE (PUISNE JUDGE).

A BIG FAILURE.

Re Lan Wai-chuen ex parte Lau Wong-san.
This was an application that the debtor be adjudicated bankrupt.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the petitioning creditor, and Messrs. C. F. Dixou (of Mr. John Hastings' office) and F. B. Deacon (of Messrs. Deacon, Locker and Deacon) for other creditors.

Mr. Master, in support of the application, said the meeting of creditors had been held and the public examination closed. The case was adjourned by the Chief Justice on May 10th in order that the Official Receiver might make inquiries regarding the recovery of certain assets. No resolution had been arrived at at the meeting of creditors.

Messrs. Dixou and Deacon opposed the application.

Mr. Wakeman said that when the case was first heard it was adjourned by the Chief Justice in order that inquiries might be made as to certain debts which it was stated could be recovered. Regarding an amount of \$50,000 said to be owing, the debtors said they would defend any action brought against them for the recovery thereof. With regard to another debt of \$4,000 in Canton, he had written to the debtor, but was unable to get an answer. The debtor's assets were \$700, while his liabilities amounted to over 2½ million dollars.

Mr. Deacon—There is another \$600,000 due to my client which has not been mentioned at all.

His Lordship—What is the good of adjudicating the man bankrupt? You won't get five per cent. of your costs.

Mr. Master—Mr. Dixon has two actions against the debtor which were set down for trial before the bankruptcy petition was presented. If he gets judgment in those actions, he will take everything, and the other creditors will get nothing.

His Lordship—There is nothing for anyone so far as I can see.

Mr. Master—if these judgments are given against him, the defendant will be sent to goal where it will be much more difficult for the Official Receiver to get any information out of him which may be useful. If the debtor is adjudicated bankrupt his assets will be divided among the creditors.

His Lordship—The receiving order was made on the statement that the debtor had assets to the value of \$70,000, whereas it turns out that his assets are \$700, which will pay a very small percentage.

Mr. Master contended that his Lordship could not dismiss the receiving order, but Mr. Deacon was of opinion that he could, and quoted authorities.

His Lordship adjourned the case for a week, when the debtor will be called.

EXAMINATION CLOSED.

Re the Kwong Ying Leung ex parte Chiu Cheuk.

The Official Receiver continued this public examination. Mr. J. S. Harston (of Messrs. Ewens, Harston and Harding) and Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for creditors.

The examination having been closed by his Lordship, Mr. Harston applied that the debtor be adjudicated bankrupt. The application was granted.

It is reported that Russia has the intention of establishing an arms manufactory east of Lake Baikal with the object of furnishing the necessary armament to the Far Eastern troops.

A BUILDING DISPUTE.

Fung Chan-yuen was summoned by the Building Authority for failing to comply with a notice under the Public Health and Buildings Ordinance. Mr. F. B. L. Bowley (Crown Solicitor) prosecuted, and Mr. M. W. Slade (instructed by Mr. Stevenson) represented the defendant.

Mr. Bowley said the case was a flagrant breach of the Building Ordinance. The defendant recently purchased the premises known as Musso's godowns on the Praya East. The godowns were pulled down and several blocks of Chinese houses erected in their place. It was regarding two blocks of houses in ill Road, near Connaught Road West, that the prosecution was brought. The houses were exceptionally well lighted and well ventilated, but were of a greater depth than 40 ft., under which circumstance special provisions as to window area were required. The plans did not show this area and an application was made to the Governor in Council for exemption. This was at first refused, but subsequently upon the representation of Messrs. Palmer and Turner was granted. Plans were submitted in September last year, and of course the defendant should have waited until they were approved before commencing the work. He did not do so. The case continued Mr. Bowley, practically amounted to a struggle between the owner and the Building Authority. The former wanted to build as much as possible on the land and the Building Authority wished to see that the provisions of the Ordinance were complied with. It came to the knowledge of the Building Authority that a wrought-iron partition had been erected in two of the large houses and one small one, which divided each into two separate houses, and it was regarding these partitions that the summons was taken out. They were not authorised by the Building Authority and no notice of the intention to construct the iron walls or partitions was given. This was a very material alteration to and deviation from the original plans. Notice was given requiring the defendant to remove the partitions, but so far he had not done so.

Evidence was called and the hearing adjourned.

CIVIL SERVICE CO-OPERATIVE STORE.

Some months ago a meeting of civil servants was called to consider the advisability of starting a co-operative store. At a subsequent meeting two propositions were made. One was that the service should start a store on the usual co-operative lines; the other, that tenders should be called from local firms willing to supply civil servants with goods at cheaper rates than those prevailing. Both propositions were referred to a committee, but the decision of that committee, for some unknown reason, has been kept dark.

From a confidential circular forwarded to members of the service, however, it would appear that certain firms have agreed to allow civil servants a discount ranging from five to twenty per cent. on their monthly bills, but for this concession they must deposit with such firm, an amount equal to their average monthly account, and settle such accounts on or before the 10th of the following month.

We understand that since the issue of this circular the committee have declared themselves in favour of the scheme for the inauguration of a society on co-operative lines.

MILITARY HOSPITAL SHIP SOLD.

On the 24th July, on board the *Meaneer*, Mr. T. F. Hough, of Messrs. Hughes & Hough, auctioneers, offered that vessel for sale by public auction. A goodly number of Chinese was in attendance, and the sale opened with a bid of \$20,000. \$1,000 bids were then the order until the amount offered was \$45,000. Then two intending purchasers kept up the competition by \$500 bids, Messrs. Yee Wo-tai and Chin Kee's last bid of \$500, bringing the amount offered up to \$50,000. They were declared the purchasers.

FORMER HONGKONG JOURNALIST.**DIES IN SOUTH AFRICA.**

On Sunday, June 17th, at the Pretoria Hospital, Mr. Thomas Morton Pollock died suddenly, at the age of thirty years.

The late Mr. Pollock, who was quite recently appointed editor of the *Transvaal Advertiser*, was both well known and popular at Pretoria, and his colleagues write very feelingly of their loss.

Mr. Pollock was professionally trained in Glasgow, and about six years ago came out to Hongkong as chief reporter for the *Daily Press*, which position he filled very satisfactorily for about three years. He went to South Africa in 1903, joining the same journal in whose service he died. After about a year at Pretoria, he went to Middelburg to edit the *Observer*; but not many months elapsed before he was persuaded to return to the *Advertiser* at Pretoria, on which paper, as already stated, he had just worked his way up to the top position. He was Hon. Sec. to the Pretoria Journalists' Association, and a strong supporter of the Caledonian Society. He married a young lady in Cape Colony just over a year before he died. The *Transvaal Leader* and *Cape Times* speak very highly of his abilities and promise.

THE "SAINAM" PIRACY.

[FROM OUR CORRESPONDENT.]

NINETEEN CAPTURES.

July 20th.

According to the latest information the dastardly outrage was the result of a carefully laid out plan. It appears that the pirates got information that a heavy shipment of treasure was to be made by the *Sainam* and had made up their minds to secure it. The gang embarked in three sections from three different places, the scouts embarking at this port, while the bulk went on board at Kaukong. It appears, however, that the pirates had been misinformed, as the treasure was to be shipped from Wuchow and not from Canton.

The authorities here have realized no doubt the seriousness of the affair and the officials have received the severest orders to arrest the criminals at once under penalty of prompt punishment. As a result of their combined efforts I am informed that nineteen of them have already been captured, amongst them the pirate who took Capt. Joslin's ring. This man was arrested, it is said, as he was about to pawn the ring in one of the pawnshops in the western suburbs. Owing no doubt to external pressure H. E. the Viceroy appears to be determined to bring the whole gang to book. In China, where it is impossible for natives to pursue any calling without the knowledge of his neighbours, it is only a question of will on the part of the authorities to promptly arrest perpetrators of crime. The late Li Hung-chang had an expeditious way of dealing with this class of desperadoes. Strict orders were given to the authorities to instantly behead all loafers caught on the riverside who could not give sound reference as to his calling or a plausible excuse for his presence at a place where he had no apparent business to be. It was suggested at the time of the attack on a foreign houseboat in 1902, when two foreigners were wounded, that all those dragon-boats and dug-outs one sees filed up on the riverside sometimes miles away from the nearest village, should be seized and only those who can justify bona-fide ownership to be returned. The others to be burned. Apart from those used by fishermen four-fifths of those boats are used for unlawful purposes. Stations should be established on the river and connected by telephone, thus enabling in an emergency the neighbouring stations to co-operate in the capture of a gang of pirates for which the men on one station alone would be no match.

I am also informed that the officials have authorized the police to search all travellers' luggage, and in every case where a passenger is either unknown or looks suspicious the police are authorized to search the person as well.

SENSATIONAL ARRESTS.

The *Sie-man-po* publishes, writes our Canton correspondent, an extraordinary sequel to the *Sainam* affair. The Chinese journal alleges that one of the pirates in custody, Chuong Fong, while under examination at Samshui, declared that the crime was committed with police connivance. He implicated several detectives stationed at Fatshan.

Three were, it is stated, at once arrested by order of Admiral Li-tsun. One of them, Leong Nun-tsai-yeong, was feared because of his affiliation with so many associations and societies; or at any rate, it was considered likely that he might be warned. The Admiral therefore adopted a ruse in his case. He sent for the man, and telling him that he wished him to undertake a special mission of a secret and dangerous nature, asked him if he possessed a revolver upon which he could depend. Leong proudly produced his weapon, only to have it snatched away. He was then easily overpowered and tied up.

The Chief-Detective was, it is said, accused by the pirate, but so many people came forward to answer for his honesty that he was not arrested.

CANTON.

(FROM OUR CORRESPONDENT)

July 24th.

THE VICEROY WORRIED.

Viceroy Shum has been worried by petty officials calling to consult him about all sorts of details, during his stay at Whampoa. He has had a notice posted reminding the public that he has leave to spend two months in retirement for his health's sake, and that his cure is interrupted by these unnecessary consultations. They are to go to the Provincial Treasurer on civil business, or to the G. O. C. on military matters.

THE KWANGSI CAPITAL.

Viceroy Shum's suggestion to remove the Kwangsi headquarters from Kwei-lin to Nanning has been tabooed by Peking on the ground that it entails needless expense.

THE RAILWAY.

It is reported that Taotsi Kung and Expectant Prefect Wu are leaving shortly for Peking, to take part in a discussion of the Canton-Hankow railway scheme.

PLAQUE.

Plague has now almost disappeared from Canton, but I hear of many deaths from some mysterious fever, whose name I have not ascertained. High fever, coma, and death within two or three days, is, I am told, the usual case.

EDUCATION.

Steps are being taken, by order from Peking, to secure more uniformity in the educational system in the province. I think it means that control of all is to be really centred in the Peking Department of Education.

THE CANTON-HANKOW RAILWAY.

JAPANESE ENGINEER.

Things are not working quite smoothly yet amongst the managers and the supporters of the scheme, and but for the firmness of the Viceroy the whole business would soon fall through once more. From the tone of recent meetings it is evident the board of directors are anxious to get the work started so as to instil confidence in the hearts of the numerous small subscribers who are growing weary of the delay and who have lately expressed pretty truly their opinion of the matter. It is reported that the board contemplates the employment of a Japanese engineer in chief, and at a banquet given on July 19th to a Japanese engineer by the railway authorities the preliminary arrangements are said to have been made. Owing to the numerous contradictory reports appearing in the various papers, the Chinese have grown very reticent of late and it is very difficult to obtain reliable information.

A meeting which was convened for the 21st instant has been postponed to the 20th proximally at the Viceroy's suggestion, so as to give time to subscribers abroad to appoint representatives to take part in the deliberations. The meeting will be held in the ex-governor's yamen.

BELGIAN ENGINEER PROPOSED.

Our Canton correspondent, writing on the 25th inst., says:—It is reported that H.E. Viceroy Shum has received a telegram from Sheng Kung-pao, Director of Railways, recommending the engagement of a Belgian engineer to superintend the construction of the Canton-Hankow Railway. Viceroy Shum immediately communicated the matter to the local directors, who replied that they had no objection to make, assuming that neither of the Chinese engineers, Chim Tin-yau or Kwong Shum-mow was able to come south. The directors asked the Viceroy what remuneration the Belgian engineer would expect.

IS VICEROY SHUM GOING?**ANOTHER REPORT OF HIS REMOVAL.**

The "Notes on Native Affairs" in *N.C. Daily News* of July 21st include the following:—

A rumour, which while lacking official confirmation, for the present, has every chance of turning out true, has come from Peking. It is to the effect that the Council of State Affairs (Chengwu-ch'u) after frequent secret conferences with the Grand Council, is on the point of strongly recommending to the Throne the appointment of H. E. Tuan Fang (one of the Travelling Commissioners) at present substantive Viceroy of the Min-Ché (Fukien-Chekiang) provinces, to be Viceroy of the Liang-kiang (Kiangsu, Kiangsi and Anhui) provinces, in which case the present acting Viceroy of those provinces, H. E. Chou Fu, will go to Canton to take up the substantive Viceroyship of the Two Kuang provinces, vice the acting incumbent H. E. Tsén Ch'un-hsuen, who goes to Foochow to fill the post of substantive Viceroy of the Min-Ché provinces. There could not be a happier way to satisfy the discontent now rife in the viceroyalties named, the fact being that the present acting Viceroy at Nanking is not considered in mandarin circles to be a strong enough man for the difficult and onerous duties of that post, while the notorious squabbles and disagreements between Viceroy Tsén Ch'un-hsuen and the gentry and merchants at Canton concerning the Canton-Hankow Railway will be more likely to cease. Finally it is reported that H. E. Yang Shih-hsiang, at present acting Governor of Shantung province, is to be confirmed in his post. At one time there were some intentions in Peking to transfer his Excellency to some other place on account of certain intrigues against him.

IMPERIAL JAPANESE IRON FOUNDRY.**ORE FROM THE HOKKAIDO.**

The iron ore purchased by the Imperial Iron Foundry exceeds 210,000 tons yearly, and is imported from the Taiya iron mine in China. The ore produced in the Abuta Iron Mine in the Hokkaido, which was opened last year, has been found of good quality, containing 56 per cent. of iron, much resembling the ore from China. For the encouragement of the Hokkaido iron mine, the Imperial Iron Foundry has placed a contract with the mine for the purchase of 80,000 tons of the ore this year. The price agreed upon is said to be Y.7 per ton, or Y 560,000 for the year's supply. If the ore produced in the Hokkaido is found satisfactory, its purchase by the Imperial authorities will be continued.

LUMBERING ON THE YALU.**FORMATION OF A CHINO-JAPANESE COMPANY.**

During the war a lumber-office was established on the Yalu by the Japanese Army for the purpose of cutting lumber for the use of the Army, and this office has continued in operation until the present. We are given to understand that the work will be transferred to a lumber company, which is to be jointly established by Japanese and Chinese, according to the Japan-China agreement in regard to Manchuria signed in Peking in December last by Baron Komura.

S. C. FARNHAM, BOYD & CO., LTD.**IN LIQUIDATION.****THE FINAL MEETING.**

The sixth annual general meeting of the shareholders in S. C. Farnham, Boyd & Co., Ltd. (in liquidation), was held at Shanghai on July 17th. Mr. John Prentice presided over a big assembly. He said this was a meeting called by the liquidators of S. C. Farnham, Boyd & Co., Ltd. There were only two liquidators present. Mr. Gresson resigned on leaving for Hongkong and Sir Charles Dudgeon was away. The Chairman, whose speech was practically inaudible, was understood to say that the liquidators had pleasure in submitting their report—pleasure in one way but not in another. They regretted very much that the report for the past year was so bad, but called attention to the fact that in all businesses such as theirs they must take the bad business with the good. Those engaged in shipbuilding businesses could not depend on a regular and uniform amount of business—they had to depend each year on the amount of work they had to do during that period. He called attention to the trade they had done during the past five years and the amount they had paid to shareholders in dividends. The past five years did not show a bad record for a shipbuilding company. All they had to do at this meeting was to present the liquidators' report. As they would see by the accounts, after allowing for an interim dividend of four per cent. on 55,200 shares paid in January last, and absorbing Tls. 220,800, there remained for distribution the sum of Tls. 224,797.98. The liquidators recommended dealing with this amount as follows:—Payment of a final dividend of Tls. 4 per share, Tls. 220,800, and carrying forward to new account of Tls. 3,997.98. Before asking the shareholders to pass the report he would like to say a few words about the accounts. The Chairman proceeded to refer to the assets from the Old Dock, saying that they were more than last year, and quoted figures with regard to the International Dock and other undertakings. Before putting the resolution to accept the report and accounts he expressed willingness to answer any questions.

Mr. Hutton-Potts said the stock of material on hand, and unfinished work, less liabilities, was set down as Tls. 1,225,450.25. He believed last year this amount was Tls. 1,500,000 odd, so that there was a difference of Tls. 300,000 nearly. He would like to know whether the stock had been used or written off.

The Chairman replied that the stock was reduced, and the figures quoted now represented the actual stock in hand. They had been trying to reduce their stocks all the time, and shareholders would be able to see that was so if they looked back through the old accounts.

Mr. Hutton-Potts—I understand nothing has been written off, but it has been used?

The Chairman—Nothing has been written off at all.

Mr. Hutton-Potts said he noticed in the accounts that amongst the assets were:—Old Dock, property with boilers, pumps, new moorings, shear legs, launching ways, capstans etc., Tls. 691,550; Cosmopolitan Dock, property with pumphouse, pumps, boilers, etc., including ground, Tls. 554,000; and Tunkaduo Dock, property with buildings, boilers, pumps, shear legs, etc., Tls. 178,500. He would like to know about all these boilers, pumps, etc.; was anything written off from them?

The Chairman replied that nothing was written off because they were kept in order all the time.

Mr. Burkhill—How about the machinery, tools etc., at the five docks and engine works, Tls. 1,103,097?

The Chairman—They are all kept up in the same way, and are not valueless by any means. I have an independent valuation here putting the property at a larger figure than we set down. (The Chairman proceeded to read the valuation made of the various docks).

Mr. Hutton-Potts said there were a number of opposition businesses which had sprung up and were making money. There was the Kiangnan Arsenal; the Vulcan Iron Works were making something like twenty per

cent; and Mr. Blechynden, they all knew, was making a small fortune. If the Dock Company was sufficiently pushed and the thing driven through they could drive all this opposition out of the place. He knew the chairman did his very best for the company and worked very hard, but what the shareholders wanted to see was young blood in the place (applause). Their business would not come to them all the time, they must use plenty of energy and tout for trade. If these people in opposition cut under them they must retaliate by cutting too. They had money at their backs, they did good work, and they must, if necessary, go five per cent. less in their prices than their opponents. Let them lose money, if need be, for a year and go without a dividend; the company had plenty of credit plenty of backing, and would win in the end (applause).

The Chairman said he could not agree that they did not push their business. They had young men running all over the harbour for work, and when they came across these small shops in seventy per cent. of cases they took the business away from them (applause). He was not prepared to lose money, but if they were given a fair field and no favour he was quite sure they would do better than any other firm here (applause).

The Chairman proposed, and Mr. M. Young seconded:—That the report and accounts of the company made up to the 30th of April last be adopted and approved of, and that the liquidators be authorised to pay a final dividend at the rate of Tls. 4 per share.

The resolution was carried *nem con.*

THE KIANGPEI CONCESSIONS, LTD.**THE PRESENT POSITION.**

The statutory meeting of the Kiangpei Concessions, Ltd., was held on July 17th. There were present: Mr. E. C. Pearce (Chairman), Mr. E. Jenner Hagg (Director), Mr. Wong Kai-zur, Mr. J. M. Young, Mr. Arthur Fleet (shareholders), Mr. J. H. Teesdale, the Company's Solicitor, and Mr. J. E. Bingham (Secretary), representing 383 shares.

The Chairman said—This is the statutory meeting of shareholders, being the first general meeting of the company, and, as such, has to be held within four months after the formation of the company. Notice of the meeting has been duly announced by advertisement in the local Press. This meeting being purely of a formal nature, there are no resolutions to be laid before the shareholders, but I think that it is only meet and proper for me to give you as short and concise an account as possible of the preparatory operations of the company since its inception. The company was registered in Hongkong in accordance with the Companies' Ordinance on the 23rd of March last, and I may note in this connection that the time limit under Mr. Little's concession, now transferred to the company, expired on the 25th May last. The company's prospectus was issued on the 17th April last asking for a capital from the public of Tls. 400,000 in 4,000 shares of Tls. 100 each, Tls. 50 to be called up. In addition to this a further 1,000 shares were to be given to the vendor, Mr. Little. All the shares, I am pleased to say, were applied for by the specified date and were duly allotted. 3,639 shares being taken up in Shanghai and outports, 361 shares being taken up in Chungking. We have experienced some hindrance. Our bankers in Chungking, the Tien Shun Hiang Bank, at the last moment refused to accept application money; it was also found that the native papers in Szechwan province refused to give publicity to our prospectus. Official interference therefore deterred intending subscribers in Szechwan, resulting in a far smaller subscription than had been promised. A telegram was dispatched to our Chungking representative, to apply to the Viceroy for permission to commence work in the Lingwangting district and for our engineer, already on the spot, to survey the route for the proposed railway from mines to the river. The granting of this necessary permission has been withheld upon one pretext or another, the details of which are really of too trivial a nature to trouble you with, and matters

have been considerably delayed in consequence. You are fully aware of the various methods of local obstruction in vogue in some Chinese quarters; that unfortunately this policy—so straightened in its own interest—has lately become still more aggressive than it was. Your directors have carefully followed out the agreement in every particular so that there can be no possible cause for the invalidation of the Concession, and they are therefore confident that a successful issue cannot fail to be achieved. Mr. Little, the vendor, is on his way North and will doubtless be able to conclude satisfactory arrangements with the Waiwupu with the valuable support of H. M.'s Charge d'Affairs at Peking. In the meantime shareholders must exercise patience and rest assured that their directors are doing their utmost to protect their interests and to get matters amicably settled with the Chinese authorities as soon as possible. The subscribed capital remaining in the banks till this is done. That, gentlemen, unless you have any questions to ask, concludes the business of the meeting, and I have to thank you for your attendance.

THE COLONY'S ASSESSMENT.

The report of Mr. David Wood, Government Assessor, is published in the current *Gazette*. It shows that the rateable value of the whole Colony has increased from \$10,472,278 to \$10,930,273, an addition of \$457,995, or 4.37 per cent. During the year no general assessment has been made, the increase in rateable value being the result of interim assessments. It is a noteworthy fact that in each and every district in the Colony, the percentage on valuations has increased. In the city of Victoria the increase is \$375,730, while in the rest of the Colony it is stated to be \$82,212 and in New Kowloon \$45.

The following tabulated statement will be of interest as showing the increased percentages on valuations in the different districts:—

City of Victoria	4.25
The Hill District	4.56
Kowloon Point	8.92
Yau Ma Tei	0.11
Hung Hom	10.08
Mong Koktsui	4.82
Shankiwan	1.74
Tai Hang	0.97
Hongkong Villages	1.87
Kowloon Villages	0.91
New Kowloon	0.11

THE VALUE OF PORT ARTHUR.

INTERESTING PROPOSITION.

A Tokyo dispatch states that the question of the value of Port Arthur as a strong hold is engaging attention in military circles. It is stated that the opinion is gaining ground that it is inadvisable to reconstruct the fortress, expending a large amount of money and arousing the suspicion of the Powers, and that the defensive works should be rather entirely destroyed.

A later message states that the question of the re-defence of Port Arthur has now been practically decided upon. Japan's military plans attach great importance to Sasebo, and it is proposed to make Port Arthur an ordinary naval station. Appropriate defences will be constructed, leaving Port Arthur as free as is practicable from military relations, in view of the opening of Tairen as a free port.

THE BOYCOTT MARTYR.

FUNG HA-WAI'S REMAINS.

The principal charitable institutions at Canton have been advised by their Shanghai confrères that the remains of Fung Ha-wai (the boycott hero) were being shipped to Canton by one of the China Merchants' steamers, and requested to see that a suitable reception be prepared for their arrival. The boycott is practically extinct now, but the inflammatory speeches that are bound to be made at the ceremonies will perhaps stir the matter up again. The Viceroy would be wise in prohibiting any extraordinary demonstration. H. E. is more than usually occupied as it is, and can ill afford to see fresh troubles arise.

SHANGHAI-NANKING RAILWAY.

The opening of this line as far as Wusieh was naturally regarded as a very important event, and the Shanghai papers devote a great deal of space to the event, which, as announced in our telegrams, took place on July 16th.

The private road leading to the station was lined with Chinese sailors at attention with fixed bayonets, and the station itself was gaily decorated with flags, while a string band rendered lively music. By the platform was drawn up a long train of ten corridor carriages, drawn by one of the powerful engines lately turned out from the Darlington works.

The formalities at Shanghai delayed the start, which had been timed for 9.30 a.m. by thirteen minutes, but when Chenju station had passed and the long straight run of thirteen miles to and beyond Nazing was entered, speed was accelerated until the train was travelling at upwards of forty miles an hour. Later there was a slackening again, but the lost minutes, except three, were made good by the time Quinsau (32 miles) had been reached. Two and a half hours had been allowed for the run to the provincial capital (53½ miles), but it was actually made in two hours and twenty minutes, that is to say in very little longer time than is occupied by many of the trains between London and Brighton, about an equal distance. For a trial run over a new line with a heavy train this must be considered satisfactory. Under more normal conditions it should be possible shortly to bring Soochow within an hour and a half's journey of Shanghai.

At the tiffin at Soochow, H. E. Chen Kwei-lun, Governor of Kiangsu, presided, supported by H. E. Sheng Kungpao, Treaty Commissioner and formerly Director-General of Railways; Taotai Chung Mun-yew, who had been specially deputed by H. E. Tang Shao-ji, the present Director-General of Railways, to declare the section open; nearly all the Foreign Consuls of Shanghai; the Members of the Board of Commissioners (Messrs. McKie, A. H. Collinson, Taotai Shen Tun-ho, J. D. Smart and Taotai Wong Kok-shan); Mr. Henry Keswick and Mr. J. O. P. Bland, representing the British and Chinese Corporation, and others.

H. E. Sheng Kungpao said (in part)—The Government of China has for many years desired to build a system of railways connecting the important cities of the empire, and already a good commencement has been made. The pioneer work of overcoming opposition to the introduction of railways was by no means easy and those of us who felt that opposition, but who now witness the general eagerness in all sections of the empire to build railways, have a feeling of sincere gratification that such great progress as we witness to-day has been made. China has followed the example of many other countries in being obliged to borrow money to build some of her railways, but the prosperity of those already in operation leads us to believe that we in a few years, according to the contracts, our Government will be able to pay back these loans from the receipts of the railways. Then China will have a completed system of which she can be justly proud.

Taotai Chung said the cry for railroads was now heard in every province. This line, running through the richest part of the province had a brilliant future.

Mr. J. O. P. Bland, on behalf of the British and Chinese Corporation, seconded the toast of the railway, and alluded to the long wait they had had for such actualities as they were now enjoying. Rapid progress elsewhere might now be expected. He proceeded—As representative of the British and Chinese Corporation, which has been honourably associated in the past with enterprises productive of no little benefit and strength to the Chinese Empire, it appears to me, however, desirable to observe that the support which this Corporation has enjoyed at the hands of the British Government and the friendly relations which it has been able to maintain in China, are alike due to recognition of its avowed objects, namely, the advancement of railway construction under conditions mutually advantageous, and the promotion by this means of trade in the interests of Great Britain and China alike. England, as you know, has always been identified with the policy which has for its object

the maintenance of the integrity of China as a sovereign State: the peaceful development of the trade and resources of the empire forms an essential part of that policy. It is now realised that this end is greatly promoted by the construction of railways. If proof be needed the history of the Peking-Shanhaikwan line affords an excellent object lesson and proves that in China, as elsewhere, the construction and sound administration of a first class railway is not only of immense advantage to the people of the country traversed, but adds directly to the revenues, and therefore to the strength of the Government. We hope that equal proof will be afforded by the Shanghai-Nanking Railway. The enterprises with which the British and Chinese Corporation is identified in China are purely commercial undertakings, and the agreements into which the Chinese Government has entered are based on the sound principle that while these are Chinese Government undertakings in the strictest sense of the word, the capital invested therein is entitled to a reasonable share in any prosperity they may achieve.

Gentlemen, I am aware that this is a question which is at present engaging the very general attention of all progressive and patriotic Chinese subjects. On its solution vast issues depend. It requires, therefore, the dispassionate and calm judgment of well-informed men. The situation, as it stands, appears to afford two alternatives. One, that railway construction and its attendant benefits should be deferred until such time as China has at her disposal the capital and the trained men required to carry out the work without assistance; the other, that the capital and construction work should be provided from abroad. Gentlemen, I have no doubt at all as to the final opinion of Chinese merchants on this point. I am convinced that those who create and guide public opinion in China will before long insist on the immediate improvement of internal communications, and will recognise that to this end the introduction of foreign capital is indispensable. There is, I know, a tendency in certain quarters, based on vague and erroneous ideas, to regard the introduction of foreign capital as a source of danger to the State, but anyone who has studied the political and financial aspects of the question knows that England has financed and built railways in many countries—Russia, Japan, South America—and realises that China's wisest policy is to secure as much as possible of this vitalising force, under conditions protective of the nation's rights and interests. That this object can readily be attained by reasonable and honourable men, requires, I think, but little argument. The railway which we are opening to-day proves it. At the same time, gentlemen, it is well to remember that capital is a sensitive and delicate thing. It requires sympathy and encouragement; it requires, too, a certain feeling of security and some reward for its existence. For these reasons, gentlemen, it has been the first object of the British and Chinese Corporation, entrusted by the Chinese Government with this and other important undertakings, not only to make this particular Anglo-Chinese enterprise a source of profit to the Imperial Government of China, but also to prove to our unknown friend the bond-buyer that he enjoys the fullest security for his investment by the construction of a railway which would be described as first-class anywhere in the world, and which, we hope, will also speedily establish a reputation for efficient and economical working. I venture to lay stress on this last, gentlemen. If Chinese railways are to become a source of profit and strength to the empire, which is what every good patriot must wish, they must not only be well-constructed, but they must be efficiently administered on sound business principles.

Railway servants along the line fired off crackers to warn evil spirits not to annoy the party.

We have received from Mr. Lo Man-kam, of the Kowloon Godown office, a copy of the "Yam U Sin Pau". It is a guide to the pronunciation of English words by means of short and idiomatic sentences, and is intended to supply a want felt by junior Chinese students of the English language. The book bears evidence of careful and intelligent compilation and should prove of value to Chinese students. Mr. Lo is to be congratulated on his work.

COMMERCIAL.

TEA.

Hankow, 18th July, 1906.—Business reported since the 4th July, is as under:

	1906.	1905.
	1/2-Chests.	1/2-Chests.
Settlements	16,657	30,891

The following are statistics at date compared with the corresponding circular of last season, viz., 19th July, 1905.

	1906.	1905.
	1/2-Chests.	1/2-Chests.
HANKOW TEA.	324,266	386,450
Stock	70,739	56,412

	Arrivals	1906.	1905.
	1/2-Chests.	1/2-Chests.	
KIUKIANG TEA	153,279	172,913	
Stock	14,353	11,593	

	Arrivals	1906.	184,506
	1/2-Chests.	1/2-Chests.	
OPPIUM.			
HONGKONG, July 25th.			

Quotations are:—Allowance net to 1 cutty.	
Malwa New	\$950 to — per picul.
Malwa Old	\$1000 to — do.
Malwa Older	\$1050 to — do.
Malwa Very Old	\$1100 to — do.
Persian Fine Quality	\$700 to — do.
Persian Extra Fine	\$750 to — do.
Patna New	\$930 to — per chest.
Patna Old	\$— to — do.
Benares New	\$852 to — do.
Benares Old	\$— to — do.

COAL.

Messrs. Hughes and Hough, in their Coal Report of 26th July, state that 18 steamers are expected at Hongkong with a total of 78,000 tons of coal. Since July 13th, 12 steamers have arrived with a total of 43,395 tons of coal. The Report also states that the market for all kinds has been very dull, and no business is reported. All quotations are nominal.

Quotations:—

Cardiff	\$15.00 ex-ship, nominal.
Australian	\$9.50 to \$10.25 ex-ship, quiet.
Yubari Lump	\$12.00 nominal.
Miki Lump	\$12.00 nominal.
Moji Lump	\$7.25 to \$10.00 ex-ship, steady.
Moji unscreened	\$7.50 to \$8.50 ex-ship, steady.
Akaike Lump	\$9.50 to — steady.
Bengal	\$9.00 to \$9.75 nominal.

RAW COTTON.

HONGKONG, 27th July.	Moderate business.
Stock about 1,200 bales.	
Bombay	\$18.00 to \$20.00 per picul.
Bengal (New), Rangoon } and Dacca	21.00 to 23.50
Shanghai and Japanese	26.00 to 27.00
Tungchow and Ningpo	26.00 to 27.00
Reported sales, 175 bags.	

YARN.

Mr. P. Eduljee in his report, dated Hongkong, 27th July, states:—The better feeling last advised has developed into a strong demand, and during the interval a much larger business has been done in this market than has been recorded for many months past. The outlook for the future has considerably brightened, and after harvesting, which is now approaching rapid completion, dealers expect a brisk Summer inquiry, and are making speculative purchases on more or less favourable terms. The demand has been general, and all counts are dealt in, No. 10s forming the bulk of the settlements and showing the largest advance. Values have appreciated \$1 to \$4 per bale, and the aspect of the market at the close points to a maintenance of the advance. The unexpected turn of the market for the better has restored confidence amongst both importers and dealers, and it is generally believed that with a continuance of the rise in prices, a large popular opium and yarn Hong, which has been freely talked about for the last few weeks, may yet safely come out of the fire. Bombay is reported strong.

Sales of the fortnight aggregate 14,393 bales, arrivals amount to 12,175, unsold stock estimated at 70,000, and sold but uncleared yarn at 60,000 bales.

Local Manufacture:—In sympathy with the imported article these threads are firmer all round, and sales of 500 bales No. 10s at \$93; to \$95 are reported.

Japanese Yarn:—Continues strong, but with little business, the sales of the interval comprising 100 bales No. 16s Three Horses at \$124, and 10 bales No. 20s Red Peacock at \$188.

Raw Cotton:—The fluctuations on the other side do not appear to be reflected here, and the market continues as dull as ever. The business of the interval includes sales of 310 bales Superfine Bengals at \$22 to \$23, and 150 bales Thoong-chow at \$24. Unsold stocks 2,200 bales Indian and 300 bales China. Quotations are \$20 to \$23 Bengals, and \$22 to \$24 Chinese.

Exchange on India, after slight fluctuations, closes weak to-day at Rs. 158 for T/T and Rs. 158 for Post. On Shanghai 72/- and on Japan 131.

The undenoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 21st instant, viz.

Indian:—With a further advance of 2 to 3 taels in values about 11,500 bales have changed hands, stocks being estimated at 90,000 bales. Close strong.

Japanese: Total sales of the fortnight about 3,000 bales at an appreciation of 1 to 2 taels.

Local:—Market steady, but with a small business passing, sales amounting to 800 bales on the basis of Tls. 84 for No. 10s and Tls. 86 for No. 12s

PIECE GOODS.

Messes. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 19th July, 1906, states:—The improvement noted in our last has shown some development during the interval, but it still remains for the most part in the shape of better clearances. The actual fresh business from first hands is still quite infinitesimal, and importers have to console themselves merely with the fact that the dealers are moving their former purchases with much more freedom. That is certainly a great consideration, and must be an immense relief to some large holders. Of course here and there are importers of well known cloths, who did not participate in the huge forward business that was done last year, and are now able to supply the modest requirements of the moment direct; but we imagine there are very few in that position, full supplies of most of the popular cloths having been settled ahead. Although no fresh buying has been done in Manchester for the Spring trade, some purchases that were made there a few months back have been placed, and on much more favourable terms than at present obtainable. For Manchester goods the situation appears to be much brighter, and all concerned are more hopeful. With American makes, on the contrary, there is still a great deal of uncertainty. Stocks are steadily increasing and the transactions reported recently will not much more than counteract the arrivals. There was some welcome buying a few days ago, ostensibly for Newchwang, of American goods, though it is reported not to be so much for the purpose of meeting a legitimate demand as in anticipation of one. Only some 2,000 bales have been taken from second hands, but the business may have been curtailed by the higher prices wanted by holders. The market up there is certainly improving, but operators seem to be still undecided about the position as yet. Tientsin is rather quieter, and shipments thence are showing a falling off again. Chefoo and Kiaochow are still taking moderate supplies, but the River trade is dull and uninteresting. The weather in this Province has moderated somewhat and the prospects for the rice and cotton crops are decidedly better. The Manchester market is strong and concessions are not obtainable. The Liverpool quotations for cotton were wired publicly yesterday as 6.13d. for Mid-American and 10d. for Egyptian, but a private telegram this morning gives the price of the former as 6.10d. The last fortnightly figures of the export of plain cottons were 9,000,000 yards. The New York market is well maintained, and buying has continued for China in the lighter cloths. A good demand for yarns has been met with again, but at the close there seems to be a lull in the enquiry, as though buyers had bought enough for the present. It must be remembered that this is the third week consecutively of fairly large buying. Cotton keeps firm. A function, the importance of which to the future trade of this country it is impossible to foretell, took place on the 16th instant, when the section of the Shanghai-Nanking Railway running from Shanghai to Wusieh, a distance of 80 miles, was declared finished and opened. As is well known this road has been built under the auspices of the British-China Corporation and the eulogies passed on the work by some of the Native Officials, who were present at the ceremony, were well merited. The violent prejudices that were in such strong evidence thirty years ago, when the first road between this and Woosung, was inaugurated, have entirely disappeared and the cry for

railways is heard on all sides now. But unfortunately there is in China a so called progressive and patriotic party that objects to the work being done by aliens, and consequently, as the representative of the British section of the Corporation so plainly put it in his speech on the occasion, it is a question "on the solution of which vast issues depend."

HALF YEARLY RETURNS OF STOCKS.

It is to be regretted that three or four of the most prominent import houses have, up to this morning, omitted to send in their returns, and therefore it has been impossible to publish them in time for this Mail. If a firm holds no stock at all it would greatly facilitate the work of compilation if they would notify the secretary of the Chamber of Commerce of that fact. The Auctions this week have kept steady to firm. The business reported as done privately is mostly from second hand holders, but in most cases gives an indication of the market.

MISCELLANEOUS EXPORTS.

HANKOW, 18th July, 1906.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

Per picul.

Cowhides, Best Selected	... Tls. 35.50
Do. Seconds	... 31.25
Buffalo Hides, Best Selected	... 18.00
Goatskins, untanned, chiefly white color	, (nom.)
Buffalo Horns, average 3-lbs. each	... 8.00
White China Grass, Wuchang and or	
Poochi	... 12.00
White China Grass, Sinshan and or Chayu	... 11.00
Green China Grass, Szechuen	... 12.50
Jute	... 5.50
White Vegetable Tallow, Kinchow	... 10.50
White Vegetable Tallow, Pingchew and/or Macheng	... 10.30
White Vegetable Tallow, Mongyu	... 9.50
Green Vegetable Tallow, Kiyu	... 9.00
Animal Tallow	... 9.50
Gallnuts, usual shape	... 16.00
Do. Plum	... 18.75
Tobacco, Tingchow	... 9.00
Do. Wongkong	... 10.50
Black Bristles	... 105.00
Feathers, Grey and or White Duck	, (nom.)
" Wild Duck	... ()
Turmeric	... 3.50
Sesamum Seed	... 4.00
Sesamum Seed Oil	... 7.50
Vegetable Tallow Seed Oil	, (nom.)
Wood Oil	... 8.20
Tea Oil	... 10.00

Per steamer *Seydlitz*, sailed on 18th July. For Alexandria:—200 cases cassia. For Odessa:—22 cases bristles. For Constantinople:—40 bales galangal. For Genoa:—250 cases cassia, 176 bales raw silk, 6 cases blackwoodware. For Antwerp:—100 bales leaf tobacco. For Antwerp or Hamburg:—50 cases bristles. For Amsterdam:—2 cases chinaware. For Rotterdam:—73 bales canes, 30 packages tea. For Bremen:—189 rolls matting. For Hamburg:—221 bales feathers, 153 bales canes, 36 cases blackwoodware and 5 cases chinaware.

Per steamer *Prometheus*, sailed on 18th July. For London:—214 packages tea, 100 bales waste silk, 134 boxes chinaware, 47 cases shells, 2,210 packages fire-crackers, 50 casks ginger, 63 packages sundries, 50 casks soy, 758 rolls matting, 220 bales canes, 18 cases copperware, 50 cases bristles. For London and Glasgow:—250 cases preserves. For Manchester:—200 bales waste silk. For London and Cont.:—500 bales cassia, 55 cases bristles, 206 bales canes. For Amsterdam:—62 cases tea sticks. For Rotterdam:—14 cases tea sticks. For Antwerp:—35 cases bristles, 150 bales bamboo, 75 rolls matting, 7 bales feathers.

HONGKONG QUOTATIONS.

HONGKONG, 27th July, 1906.

Apricot	... \$22 to \$24
Borax	... \$21 "
Cassia	... \$14 " \$18
Cloves	... \$18 " \$34
Camphor	... \$135 "
Cow Bezoar	... \$120 " \$145
Fennel Seed	... \$9 "

SHARE REPORTS.

HONGKONG, 27th July, 1906.—A fair business has been transacted during the period under review, rates generally with but few exceptions show an advance on those of last week, and the incipient signs of renewed vitality are still apparent in the market.

BANKS.—Hongkong and Shanghai have further improved with a small demand to \$845, with only small sales, and at time of closing further small lots are wanted. Holders, however, refuse to part except at an advance and the market closes firm to steady at quotation. Nationals have been gone at \$47, and close steady at that.

MARINE INSURANCES.—Unions have ruled rather quiet, the recent buying rate having had to succumb to a selling one, and at time of writing shares have changed hands at \$800. The market, however, is firm at that rate, and no more shares are on offer at the moment. China Traders and their Certificates continue in demand, but none of either have come on the market, and we have no business to report. Cantons remain quiet but with small transactions at \$340. Yangtsze have declined in Shanghai to Tls. 165, and North Chinas remain unchanged without any local business.

FIRE INSURANCES.—Hongkong Fires have been placed during the week at the improved rate of \$315, and more shares are wanted at the rate. China Fires have also improved and are now in request at \$89.

SHIPPING.—Hongkong, Canton and Macao remain very steady, and are still in demand at \$27. Small sales have been made during the week and buyers continue to rule the market. Indos have been dealt in to some extent, chiefly to supply the Shanghai market, at from \$69 to \$70 and at time of closing an uncertain small demand exists at \$7 1/2. The demand is apparently for covering purposes for the approaching settlement, as evidenced by the fact that forward sellers at practically cash rates cannot find buyers. Douglasses have further improved and after sales at \$44 and \$45 are now wanted at \$46. Shell Transports have been neglected and quiet at 27/6. Star Ferries (ld) are easier at \$29 with small sellers.

REFINERIES.—China Sugars remain at the nominal rate of \$145, without any business to report. Luzons are enquired for in a small way at \$20, but there are no shares available.

MINING.—With the exception of Raubs, which are wanted at \$3 1/2 to \$4, we have nothing to report under this heading.

DOCKS, WHARVES AND GODOWNS.—On the official announcement that the Hongkong and Whampoa Dock Company will pay a dividend for the half-year of 86 per share, write off \$61,000 and carry forward \$393,000, the market hardened considerably, and with a small demand the rate quickly rose to \$155, at which a few parcels changed hands. Later, however, the enhanced rate bringing some small lots of settlement shares on the market, the price fell to \$153, at which one small lot of shares remains for sale at the time of closing. Kowloon Wharves have ruled steady with sales at \$118. Shanghai Docks are reported to have been sold in Shanghai last week at Tls. 85, but a much firmer feeling has been apparent during the week, and a demand, generally considered to have arisen for covering purposes in Shanghai, gradually sent the market up to Tls. 95, after fair sales at Tls. 90, 91, 93, and 94. At time of closing Shanghai reports further sales at Tls. 95, but our local buying rate is not better than Tls. 93 1/2. Shanghai and Hongkew Wharves have improved to Tls. 232 1/2 during the week.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed during the week at \$114 cum, and at \$111 ex dividend, the market closing with further sellers at the latter rate. West Points remain without business at \$52 cum, and \$50 ex div. Hotels continue weak and without business. Humphrey's Estates have been in some demand and the rate has improved to \$114, with sales and further buyers.

COTTON MILLS.—Ewos have declined to Tls. 70 and Internationals to Tls. 6 1/2 in Shanghai, Hongkongs remain at \$14 sellers, with no business to report.

MISCELLANEOUS.—China Borneos have improved to \$88, without sales. China Providents continue in demand without bringing any

shares on the market. Cements, Light and Powers, and Watsons have changed hands at quotations. Electrics, Powells and Watkins are on offer at quoted rates, and Tramways, Ices, and Gas Shares are in demand. We have nothing further to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP	QUOTATIONS.
Alhambra	\$200	\$100
Banks—		
Hongkong & Sh'hai	\$125	\$845, buyers
National B. of China A. Shares	£6	\$47, sales
Bell's Asbestos E. A.	12s. 6d.	\$7
China-Borneo Co.....	\$12	\$8, buyers
China Light & P. Co.	\$10	\$10, sales & buy.
China Provident	\$10	\$9, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 70
Hongkong	\$10	\$14, sellers
International	Tls. 75	Tls. 60
Laou Kung Mow	Tls. 100	Tls. 75
Soychee	Tls. 500	Tls. 300
Dairy Farm	\$6	\$16 1/2
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$106
H. & W. Dock	\$50	\$153, sellers
New Amoy Dock	\$63	\$18, sellers
Shanghai Dock and Eng. Co., Ltd	Tls. 100	Tls. 93
S'hai & H. Wharf	Tls. 100	Tls. 230, buyers
Fenwick & Co., Geo.	\$25	\$22, sellers
G. Island Cement	\$10	\$28 1/2, sales & buy.
Hongkong & C. Gas	£10	\$175, buyers
Hongkong Electric	\$10	\$15, sellers
H. H. L. Tramways	\$100	\$235, buyers
Hongkong Hotel Co.	\$50	\$125, sellers
Hongkong Ice Co.	\$25	\$24, buyers
Hongkong Rope Co.	\$10	\$29, sellers
H'kong S. Waterboat	\$10	\$9 1/2
Insurances—		
Canton	\$50	\$340, sales & sel.
China Fire	\$20	\$89, sales & buy.
China Traders	\$25	\$100, buyers
Hongkong Fire	\$50	\$315, buyers
North China	£5	Tls. 85
Union	\$100	\$800, sales & buy.
Yangtsze	\$60	\$165
Land and Buildings—		
H'kong Land Invest.	\$100	\$111, sellers, x d.
Humphreys' Estate	\$10	\$114, sales
Kowloon Land & B.	\$80	\$38, sellers
Shanghai Land	Tls. 60	Tls. 110
WestPoint Building	\$50	\$50, ex div.
Mining—		
Charbonnages	Fr. 250	\$450, nominal
Raubs	18'10	\$34, buyers
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$145, sellers
Luzon Sugar	\$100	\$20, buyers
Steamship Companies		
China and Manila	\$25	\$20
Douglas Steamship	\$50	\$48, buyers
H. Canton & M.	\$15	\$27, sales & buy.
Indo-China S.N. Co.	£10	\$70, buyers
Shell Transport Co.	£1	27/6, sellers
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$10 1/2
Watkins	\$10	\$41, sellers
Watson & Co., A. S.	\$10	\$13, sales & sel.
United Asbestos	\$4	\$9
Do. Founders	\$10	\$160

VERNON & SMYTH Brokers

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 19th July, 1906, states:—A heavy fall in the price of Dock Shares has to be recorded during the last week, and the price of the other leading stocks has gone down a little in sympathy. The T. T. on London to-day is 2/11. Banks.—Hongkong and Shanghai Banks. A single transaction is recorded at \$830 at exchange Tls. 73, and more shares are wanted; the London quotation is £91. 10s. Marine & Fire Insurance.—No business reported. Shipping.—Indo-China S. N. Co. There has been a very sharp fall in the price of these shares. The quotation at the beginning of the week being Tls. 56 for July, and at the end of the week are quoted at Tls. 50. Shanghai Tugs. Ordinary shares have changed hands at Tls. 62 and Tls. 61, and further shares are offering. Docks and Wharves.—Shanghai Dock and Engineering Co. We regret to say that the improvement in the last week in the price of these shares was only momentary, and since then business has been done at Tls. 108, 110, 105, 104, 101, Tls. 98 cum. div. and Tls. 85 ex. div. for July, the market closing fairly firm at the latter rate. Shanghai and Hongkew Wharves. Business has been reported at Tls. 222, 221, 220, and 220 for July; Tls. 227, 227 1/2 and Tls. 225 September. The market closed easy. Sugar.—No business reported. Mining.—Weihaiwei Golds. Shares are quoted at \$3 for fully paid up scrip. Kappings have been done at Tls. 10 for bearer scrip. Lands.—Shanghai Lands C. N. I. have been dealt in at Tls. 113. Industrial.—The market for Cotton stocks has been quiet. Laou Kung Mow Shares have been dealt in at Tls. 76 for Sept., and International Cotton Mills at Tls. 60 for cash. Kalumpong Rubber Shares have changed hands at Tls. 32 for Tls. 25 paid up scrip. Shanghai Gas Co. Small lots of shares have changed hands at Tls. 130. Langkats. A fair business has been done during the week at Tls. 225, 223, 222 1/2, and 220 July; Tls. 225 and 222 1/2 August; Tls. 228, 227, 223, 219, 218 1/2 September; and Tls. 220 and 221 October. Stores and Hotels.—Business has been done in Centrals at \$15 1/2, Hall and Holtz at \$23, Weeks & Co., Ltd., at \$20, Hotel Des Colonies at Tls. 16 1/2. Miscellaneous.—Business is reported in Shanghai Horse Bazaar Shares at Tls. 49, and Shanghai Telephones at Tls. 61. Loans and Debentures.—No business reported.

EXCHANGE.

FRIDAY, July 27th.

ON LONDON.—

Telegraphic Transfer 2/1 1/2
Bank Bills, on demand 2/1 1/2
Bank Bills, at 30 days' sight 2/1 1/2

ON LONDON.—

Bank Bills at 4 months' sight 2/1 1/2
Credits, at 4 months' sight 2/1 1/2
Documentary Bills, 4 months' sight 2/1 1/2

ON PARIS.—Bank Bills, on demand... 28 1/2

Credits 4 months' sight 269 1/2

ON GERMANY.—On demand 216 1/2

ON NEW YORK.—Bank Bills, on demand 51 1/2

Credits, 60 days' sight 52 1/2

ON BOMBAY.—Telegraphic Transfer 158

Bank, on demand 158 1/2

ON CALCUTTA.—Telegraphic Transfer 158

Bank, on demand 158 1/2

ON SHANGHAI.—Bank, at sight 72 1/2

Private, 30 days' sight 73 1/2

ON YOKOHAMA.—On demand 103 1/2

ON MANIL.—On demand 103

ON SINGAPORE.—On demand ... 10 1/2 p.c.p.m.

On BATAVIA.—On demand 127 1/2

On HONGKONG.—On demand 24 p.c.p.m.

On SAIGON.—On demand 2 p.c.p.m.

On BANGKOK.—On demand 60

SOVE SIGNS, Bank's Buying Rate 39.40

GOLD LEAF, 100 fine, per tael \$19.65

BAR SILVER, per oz. 30 1/2

FREIGHT.

Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai 19th July, 1906, states:—There is no change to report in our Homeward Freight Market since last writing:—The tea season is unusually backward considering the time of the year, but this must be partly put down to the over-stocked state of the London and New York Markets, and it is difficult to say when these will be relieved. Coastwise:—Things are just as bad as ever in the actual coasting trade; there is a very slight improvement in the Japan-Shanghai coal rates, fixtures having been made at \$1.20 per ton, although we would not care to say how long this is likely to last:—A few outsiders have begun to drift away homewards and if the autumn trade comes up to expectations, the outlook ought to be brighter for those left behind.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

July— ARRIVALS.

20, Kwongsang, British str., from Shanghai.
 20, Mathilde, German str., from Moji.
 21, Daphne, German str., from Chefoo.
 21, Hongkong, French str., from Haiphong.
 21, Kuchiang, British str., from Canton.
 21, Kweichow, British str., from Tientsin.
 21, Lowther Castle, British str., from Amoy.
 21, Loyal, German str., from Bangkok.
 21, Maidzuru Maru, Jap. str., from Aping.
 21, Meefoo, Chinese str., from Shanghai.
 21, Mercedes, British str., from Yoohama.
 21, Senega, Russian str., from Hankow.
 21, Taikosan Maru, Jap. str., from Knoten.
 21, Triumph, German str., from Haiphong.
 21, Wandsworth, British str., from Moji.
 22, Akashi Maru, Jap. str., from Aping.
 22, Arraton Apear, Brit. str., from Calcutta.
 22, Astrea, British cruiser, from Shanghai.
 22, Dakotah, British str., from San Francisco.
 22, Kashung, British str., from Cau-on.
 22, Labor, Norwegian str., from Moji.
 22, Lisa, Swedish str., from Sourabaya.
 22, Schwarzburg, German str., from Shanghai.
 22, Tonkin, French str., from Shanghai.
 22, Zaida, British str., from Rangoon.
 23, Alcinous, British str., from Liverpool.
 23, Amara, British str., from Hongay.
 23, Ernest Simons, Fr. str., from Marseilles.
 23, Hailan, French str., from Pakhoi.
 23, Iyo Maru, Japanese str., from Japan.
 23, J. Diederichsen, Ger. str., from Haiphong.
 23, Joshin Maru, Japanese str., from Tamsui.
 23, Kutsang, British str., from Calcutta.
 23, Prinz Sigismund, German str., from Kobe.
 23, Signal, German str., from Bangkok.
 23, Sullberg, German str., from Swatow.
 24, Empire, British str., from Kobe.
 24, Emp. of China, British str., from Vancouver.
 24, Kagoshima Maru, Jap. str., from Bombay.
 24, Loongsang, British str., from Manila.
 24, Monmouthshire, British str., from Loudon.
 24, Tartar, British str., from Vancouver.
 24, Tientsin, British str., from Bangkok.
 24, Yangmoo, Korean str., from Moji.
 24, Zafiro, British str., from Manila.
 25, Alabama, British str., from Salina Cruz.
 25, Argonaut, British cruiser, from Singapore.
 25, Dakotah, British str., from Canton.
 25, Moldavia, British str., from Bombay.
 25, Saxonia, German str., from Hamburg.
 25, Yochow, British str., from Shanghai.
 25, Zoroaster, British str., from Christmas Isld.
 26, Hanoi, French str., from Haiphong.
 26, Kwangtsh, Chinese str., from Shanghai.
 26, Kweichow, British str., from Canton.
 26, Kwongsang, British str., from Canton.
 26, Sungkiang, British str., from Cebu.

July— DEPARTURES.

23, Aki Maru, Japanese str., for Seattle.
 23, Dakotah, British str., for Canton.
 23, Loosok, German str., for Bangkok.
 23, Lothian, British str., for Calcutta.
 23, Mad. Rickmers, Ger. str., for Bangkok.
 23, Meefoo, Chinese str., for Canton.
 24, Alcinous, British str., for Shanghai.
 24, Ernest Simons, Fr. str., for Shanghai, &c.
 24, Hakuto Maru, Japanese str., for Cheribon.
 24, Hongkong, French str., for Haiphong.
 24, Kiukiang, British str., for Shanghai.
 24, Korea, Amer. str., for San Francisco.
 24, Kumsang, British str., for Calcutta.
 24, Maidzuru Maru, Jap. str., for Aping.
 24, Prinz Sigismund, Ger. str., for Australia.
 24, Proteus, Norwegian str., for Bangkok.
 24, Shoshu Maru, Japanese str., for Shanghai.
 24, Taikosan Maru, Jap. str., for Kuchinotzu.
 24, Taming, British str., for Manila.
 24, Tonkin, French str., for Europe.
 25, Akashi Maru, Japanese str., for Aping.
 25, Iyo Maru, Japanese str., for London.
 25, Lowther Castle, British str., for New York.
 25, Schwarzburg, German str., for Hamburg.
 25, Smongan, Dutch str., for Singapore.
 25, Triumph, German str., for Haiphong.
 25, Zaida, British str., for Rangoon.
 26, Hailan, French str., for Hoihow.
 26, Jacob Diederichsen, Ger. str., for Hoihow.
 26, Kashung, British str., for Chinkiang.
 26, Moldavia, British str., for Shanghai.
 26, Taiyuan, British str., for Kobe.
 26, Tinhaw, British str., for Illoilo.
 26, Yochow, British str., for Canton.
 26, Zoroaster, British str., for Yokohama.

PASSENGERS.

ARRIVED.

Per *Aki Maru*, from Shanghai, Mr. and Mrs. A. S. Hay and 2 children, Mr. Y. M. Harbaugh and son, Mr. C. Detering, Capt. Thornhill, Mr. and Mrs. J. P. Silva, Messrs. W. Sherete and Strasse.

Per *Iyo Maru*, from Japan, &c., Mr. and Mrs. Thomas Woodward, Messrs. James Mortba and Pedro Tanchauco.

Per *Toukin*, for Hongkong from Yokohama, Mr. J. Galbraith; from Shanghai, Messrs. H. S. Hendry, Trimp Juan, Ch. and R. Dashich; for Saigon from Shanghai, Mr. Rosa, Mrs. Muri, Messrs. Colonna, Chatain, Biviere, Jonquais and Goldman; for Singapore from Yokohama, Mr. Nessin Fresco; from Shanghai, Messrs. E. A. Smith, Christofilis; for Colombo from Shanghai, Mr. L. A. Noel; for Port Said from Shanghai, Messrs. Demp Chelmin and Marmatos; for Marseilles from Yokohama, Mr. Jules Lorentz; from Kobe, Messrs. E. D. Gay and Ehrmann; from Shanghai, Comte de Marsy, Messrs. Branchi, Franquenot, Leocq, Martin, Lemaitre, Milliot, J. Gillivray, R. A. Johnston, Richard B. Austin, Rev. Pere Liegeois, Sister Marie, Mrs. Guidon Lavallee and child, Mr. Arm Faga, Mrs. Corvin, Mrs. Fabre, Messrs. Paul Elise, Lorison, Blanchenix, Mercadier, Monamy, Jules Valin, Largenton, Le Jarre, Lefevre, Bault and Castel.

Per *Ernest Simons*, for Hongkong from Marseilles, Mr. D. Ramon Lopez and daughter, Mr. and Mrs. Cassas; from Singapore, Mr. F. Gantwood, from Saigon, Messrs. Casenase and Johnston, Mr. and Mrs. Veysse; for Shanghai from Marseilles, Messrs. Litjellmann, Som-kh, Fagueux, Saillau, Kremer, Miss A. Varentieff; from Colombo, Messrs. Farmer, Unterberger; from Singapore, Mr. and Mrs. P. C. Smith, Mr. B. Rabinozitz, Mrs. Combauiste; from Saigon, Mr. Leroux; for Kobe from Singapore, Mr. Reyss; for Yokohama from Marseilles, Mr. and Mrs. D. Freica and child, Messrs. Kagi and de Vereyra, Mrs. and Miss Walther, Mr. Lazare Barrak; from Su z, Mr. Blumenthal; from Colombo, Capt. A. Greenwood, Mr. Will. Sandison; from Singapore, Mr. Burke Honan.

Per *Prinz Sigismund*, for Hongkong from Yokohama, Mr. C. W. Smith; from Nagasaki, Mr. Franz Markers; for Manila from Yokohama, Mr. Nichel; for Brisbane from Yokohama, Mr. Guiler; for Sydney from Kobe, Messrs. Leoncio Barrone and Harry Turton.

Per *Kwongsang*, from Shanghai, &c., Mr. and Mrs. and Miss D'Almeida and family, and Mr. Lupe.

Per *Tartar*, from Vancouver, Messrs. A. G. Coombe, and A. L. Sutton; from Yokohama, Lieut.-Col. Jesling, Messrs. H. M. Savage, J. Quinn; from Nagasaki, Mr. Geriman; and from Shanghai, Mr. J. Newhouse.

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Per *Empire*, from Kobe, Dr. Newall Wilson, Messrs. C. E. Jefferies, W. Evans, Miss Bonnie, Mr. and Mrs. J. P. Lee, Mr. E. Sheppard, Mr. and Mrs. E. F. Lamb, Mr. and Mrs. Barker.

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Per *Loongsang*, from Manila, Messrs. C. M. Sparrow, H. Williams, F. G. Watson, James E. Neil, W. Ludke, Mr. and Mrs. Francis Medina.

Per *Zafiro*, from Manila, Messrs. F. Carl, E. Chandler, J. Crame, L. R. de Labesis, J. Camenberr, Miss C. Wilson, Messrs. James Davis, L. E. Holden, F. Yuill, P. S. Noon, J. J. Eaton, A. M. A. Tapia and M. S. A. Husen.

Per *Yochow*, from Shanghai, Messrs. Wavell and Hendrik.

Per *Moldavia*, for Hongkong from Colombo, Mr. J. Menzies; from Penang, Mr. Dobson; from Singapore, Messrs. McCafferty and C. B. Franklin; for Manila from Colombo, Mr. J. H. Underwood; for Shanghai from Bombay, Mr. A. Burrai; from Colombo, Mr. and Mrs. Waller, Mrs. Killington and infant, Staff-Sergt. Connor; for Yokohama from Colombo, Mrs. Broadmead and child; from Singapore, Mr. I. J. Farquhar.

DEPARTED.

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